



Mackay Outer Harbour

OFFICIAL

Souvenir

1939 MACKAY

Qld.

*Incorporating Views of the City of Mackay and District, its Activities,
and its Adjacent Mountain and Island Scenic Attractions*

Q
919.436
SOU ●

QUEENSLAND PLACE NAMES
COMMITTEE



PRESENTED TO THE COMMITTEE BY

Mackay Daily Mercury

W. J. Manning

Editor

A Souvenir

of the

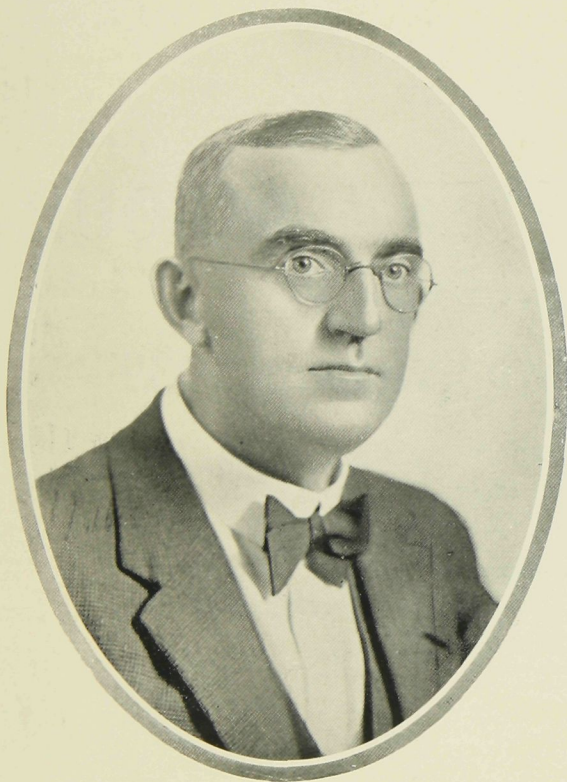
MACKAY OUTER HARBOUR

To be Officially Opened on

Saturday, 26th August, 1939

*By the Rt. Hon. W. Forgan Smith, M.L.A., LL.D., Premier of
Queensland.*

**The History of the Development of Mackay as a Port, and
of the Construction of its £1,000,000 Artificial Harbour,
told in Picture and Story**



FOREWORD.

The opening of the Outer Harbour at Mackay marks the beginning of a new era for the city and the fertile area of which it is the centre. In the comparatively short period since 1862 Mackay, then but a name, has grown with astonishing rapidity to become one of the most flourishing cities in North Queensland.

The provision of a deep water harbour will be a spur to the increased economic development of the district and give a fillip to tourist traffic, attracted by the grandeur of Eungella, the charm of the surrounding lands, the lure of the beaches and of the island playgrounds.

I commend the publication of this illustrated souvenir, which bears striking witness to the beauty that is to be found in and around Mackay.

W. J. Morgan Smith

PREMIER OF QUEENSLAND.



An aerial perspective of Mackay's Outer Harbour. The entrance is 600ft. wide, and at high water (spring tides) there is 54ft. of water at the berthage, with 45ft. in the swinging basin. Five years in the building, it is expected to cost in the vicinity of £1,000,000.

A HISTORY OF MACKAY'S DEVELOPMENT AS A PORT

JUNE, 1862—JUNE, 1939

THE first recorded reference to the area now known as the Mackay District is to be found in "Captain Cook's Journal During His Voyage Round the World." During the period May 31st. to June 3rd., 1770, the great navigator cruised the "Endeavour" along the coastline of the Mackay District, and on the early morning of June 2nd. his lead recorded six and nine fathoms of water as he stood off the shore near the site where the present outer harbour lies.

Remarking upon the appearance of the country in this vicinity Cook entered in his Journal: "The Mainland is here pretty much diversified with Mountains, Hills, Plains, and Vallies, and seem'd to be tolerably clothed with Wood and Verdure. . . . Some few smokes were seen on the Mainland."

"Unequaled in Australia."

Jukes, the celebrated geologist, who was a member of the survey expedition which passed along these shores in February, 1843—nineteen years before it was explored and opened up by Captain John Mackay—observed: "After twice circumnavigating Australia, and visiting all its colonies. . . . I look back upon this tract between 22deg. and 20deg. with still higher expectations than before, and certainly have never seen any part of Australia near the sea of equal fertility, or of nearly equally pleasant and agreeable aspect, or combining so many natural advantages."

The Exploration and Discovery.

A party of land-seekers from Armidale (N.S.W.) led by a 21-year-old Scot. named John Mackay, and including an Irishman named Macrossan, two Australians—Robinson and Murray—an Italian (Barberi), and an Australian aborigine called "Duke," crossed the Range on May 17, 1860, and entered the hitherto unexplored Pioneer Valley. After following the river to its mouth, and blazing trees on blocks of land later to be selected, Mackay and his party returned to Armidale.

Towards the end of February, 1862, Mackay was back again at the station he had selected, and with 1200 head of cattle, 50 horses, and two teams of

bullocks, he and his party of ten men set about the improvement of the property.

First Ship Enters.

In June, the ketch "Presto" arrived from Rockhampton with stores, and anchored at the mouth of a creek some ten miles south of the Pioneer. Mackay boarded the vessel and piloted it into the Pioneer River at noon on June 29th, 1862.

Declared a Port of Entry.

Detaining the vessel at his own expense on a charter of £8 a day, Captain Mackay made use of the ship's presence to take soundings and to chart the river and its entrance. These maps were accepted by the Crown Lands Office, Brisbane, and on October 2nd., 1862, the Mackay River was gazetted a port of entry.

On September 23rd. the s.s. "Murray" (Captain Till) entered the river with cargo and passengers—the first steamer to do so.

Shortly afterwards Commodore Burnett, in the survey ship H.M.S. "Pioneer," visited the port, and the name of the river was changed from Mackay to Pioneer in honour of the visit.

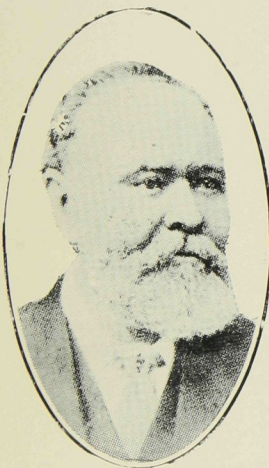
To those who followed John Mackay into the Pioneer Valley it soon became evident that the vast fertile stretches of land were suitable for something better than grazing purposes. Sugar cane, among other crops, was planted experimentally three years later (1865), and as the district proved to be eminently suited to its culture, the settlers took to the growing of sugar cane with enthusiasm. The rapid development which took place in the growing of sugar cane caused a corresponding expansion in the volume of trade handled by the port and prompted the seeking of better port facilities than those offered by the Pioneer River.

Physical Conditions of the Pioneer River.

Owing to the fact that the bed of the Pioneer River at a distance of 25 miles from its mouth is 120ft. higher than its bed at the point where it debouches into the sea, and that the bed of the channel of the river is some 6ft. above L.W.S. level of the sea, the lower reaches of the river run practically dry at low water. Hence the river lighters and small coastal vessels which ply the port are left at the wharves high and dry twice daily upon the coarse sandy bed of the river.

Draining an area of 540 square miles, the Pioneer is choked from its source to its mouth with sand from the decomposing granite country through which it winds in its upper reaches.

An unusually large rise of tide is experienced in the vicinity of Mackay—20ft. to 23ft. at springs—and from half-tide to full tide, and on to half-tide again the Pioneer is a noble-looking waterway varying from 1200ft. to 1700ft. in width for three miles from its mouth. However, governed as it is by tidal conditions, and navigable for less than three miles by boats of but a comparatively small tonnage, it provides shipping facilities altogether inadequate for the constantly expanding business of the port.



Captain John Mackay, I.S.O.

Search For Alternative.

The first effort to obtain deepwater shipping facilities for Mackay was made in 1887, when the Colonial Government of the day commissioned a very eminent engineer in the person of Sir John Coode to report upon harbour facilities for the district. He submitted a scheme which involved the building of an iron viaduct from the mainland to a breakwater wall running from the south-western point of Flat Top island. Another breakwater was to have been built from the north-eastern end of the island, and a dredged berthing-place for ships was to lie within the shelter thus given. At that time the production of the district did not warrant the expenditure of the £600,000 which was the estimated cost of the work, and no further action was taken.

Other Schemes.

In 1898 Lindon W. Bates submitted a report to the Treasurer of the day, enclosing a plan for a scheme that, it was suggested, would provide Mackay with a deepwater port. The scheme involved the construction of a large land-locked anchorage on the southern bank at the mouth of the Pioneer river.

About the same time another eminent engineer, Mr. C. W. Darley, reported on the question of the harbour facilities, and he, too, recommended a deepwater port at a site 1½ miles nearer to the river mouth than the present scheme.

In 1907 Mr. A. E. Cullen, then Engineer for Harbours and Marine, recommended and designed a deepwater port for Mackay. Still, the wealth production of the district did not warrant the expenditure of the money required to build the type of port that would be suitable for the conditions existing.

In 1911 a Committee of Inquiry was appointed to thoroughly investigate the whole question of port facilities for the district, and as a result of its investigations what is known as the "Flat Top Scheme" was actually commenced. Work went on for some months and was suddenly discontinued.

River Improvement Attempted.

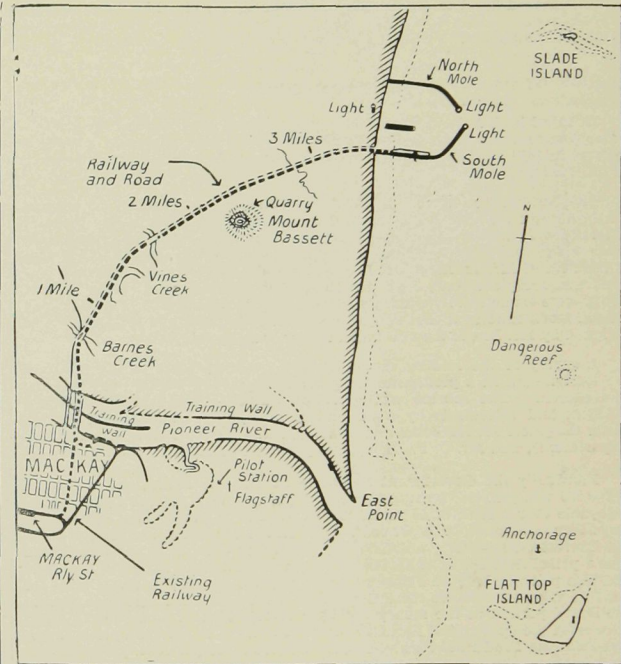
Thus ended a great period of intensive effort on the part of the Mackay residents to get deepwater harbour facilities. The failure of the Flat Top Scheme was accepted as an indication that any further endeavours to obtain outer harbour conveniences would be futile, and a river improvement policy was adopted. The stone walls within the river were repaired, and a huge director wall was built, extending along the north side of the river from Devil's Elbow to the confluence of Barnes Creek with the Pioneer River. It was hoped that the river currents, sweeping along the wall would scour the sandy bed of the river, giving greater depths. Although a sum in the vicinity of £200,000 was spent in river improvements over a number of years, little, if any, improvement has been shown in the depth of the river.

The industrial development of the district went on apace, and in 1927 commenced another effort to obtain deepwater facilities.

Strenuous Times.

In that year a new Board was elected, two of its members—Messrs. J. M. Mulherin and J. A. Love—on a deepwater policy. Mr. J. M. Mulherin was elected chairman.

The Board was very much divided in its allegiances to the various schemes which had from time to time been put forward as suggestions for the provision of deepwater facilities for the district.



Map showing Outer Harbour from City.

Following on the discontinuance of work on the Flat Top Scheme in 1914, a strong opposition had been created against further deepwater projects. Some members urged the development of Port Newry, 30 miles to the north of Mackay, and others urged a continuance of river development. Finally, however, the Board agreed to get Mr. J. McDowell, an engineer who knew the port, to make a report.

Mr. McDowell reported in favour of a resumption of the Flat Top Scheme, and submitted a somewhat modified design, but the Harbours and Marine Department did not receive it favourably.

Raw sugar shipments meanwhile had increased considerably, and the

costly lighterage system, whereby barges and small river tenders of 300 to 600 tons were utilised to convey the raw sugar to the big ships lying at Flat Top anchorage, made it evident that a more expeditious and economical method of shipping the district's produce would have to be found.

The Present Scheme.

In 1928 Mr. J. A. Love submitted a rough sketch of a proposal for a deep-water port on the site where Engineer C. W. Darley had suggested placing a harbour in 1897—on the northern coast, approximately a mile from the mouth of the Pioneer River.

The Government agreed to the Board obtaining an engineer to prepare a scheme and an estimate of costs. The Board called through the Press of Australasia and New Zealand for applications from engineers qualified to select a site and submit a suitable design. The application of Mr. G. A. Lee, of the firm of Messrs. Mandeno, Lee, and Brown, consulting engineers, Auckland, was accepted. Many sites were inspected, and the rival claims of Port Newry were examined. Eventually a scheme was decided upon which contained certain modifications of that suggested by Mr. J. A. Love, and that scheme, as designed by Mr. Lee, is the one which is now nearing completion.

A survey of the locality showed deeper water 2½ miles to the north of the river mouth in a position offering the maximum of shelter, and this site was chosen. The scheme was thoroughly investigated, first by Professor Bridgen, and afterwards by a Committee of Inquiry, consisting of Mr. D. Fison (Engineer for Harbours and Marine), Mr. J. D. Ross (Auditor-General's Department), and Mr. C. F. Bagley, the present Chairman of the Board.

Eventually the Government agreed to finance the Board, and a loan of £1,000,000 was granted, bearing interest at the rate of 5 per cent. per annum, repayable over a term of 40 years. The Government granted by way of subsidy a sum of £250,000, or 25 per cent. of the cost of the works, including capitalised interest on advances, whichever sum is the greater. This was conditional upon a poll of the electors of the Harbor Board district being taken on the question. The poll was held on February 24th, 1933, and resulted in 10,528 votes for and 1510 votes against the resolution. Since the Government agreed to finance the Board portion of the money has been obtained under Government guarantee from the Queensland National Bank (£350,000 at 4½ per cent. per annum), and from the Prudential Insurance Co. (£200,000 at 4½ per cent. per annum).

The plans and specifications were prepared by Mr. D. Fison, Chief Engineer, Harbours and Marine Department, on the principle of the design of Mr. G. A. Lee, and upon tenders being called that of Mr. G. A. Stronach, Brisbane, was accepted. The Scheme consists of an enclosed harbour, comprising 185 acres in area, protected by a southern breakwater (4240ft. long), and a northern breakwater (3315ft. long) of rubble stone with a concrete capping. Wharfage accommodation is provided by a concrete pier 766ft. in length, and 138ft. in width, from the end of a bank of quarry spoil 690ft. in length. Upon this bank and pier are erected two sugar sheds, one 100ft. by 35ft., at the inshore end for the unloading of raw sugar, thence to be taken by conveyors to a second shed, 496ft. by 74ft. by 26ft. high to wall plate, of a capacity of 15,500 tons. A third shed (521ft. by 74ft. by 20ft. 6in. high) for the

storage of both raw sugar and general cargo is being erected on the concrete pier itself. This shed, when fully stacked, and allowing for 50 per cent. of it being used for general cargo, will hold another 7500 tons of sugar.

A double line of rails runs both sides of the sheds, the full length of the pier.

To meet future requirements provision is made for a breast-wharf on the Southern Breakwater, and two more piers between the existing pier and the Northern Breakwater.

Deepest Harbour in Queensland.

There is a natural depth of 30ft. at low water spring tides at the entrance, which is to be 600ft. wide. The swinging basin is being dredged to 24ft. L.W.S.T., and the berths to 33ft. L.W.S.T., which at neap tides represents 38ft. 7in. and 47ft. 7in. respectively at high water. At high water spring tides the depth at the berthage will be about 54ft., and in the swinging basin 45ft. Thus the harbour will accommodate the largest vessel visiting Queensland ports. No other harbour in Queensland has this depth of water.

The harbour is situated 3½ miles distant from the city, with which it is connected by railway and a fine broad bitumen road.

A permanent supply of water has been ensured by the construction of a 300,000 gallon concrete reservoir.

The whole of the stone used in the construction of the breakwaters, the pier bank, and the revetting walls on the foreshores, is obtained from Mt. Bassett, less than a mile distant from the site.

The following engineers have at various times submitted schemes for harbour facilities at Mackay:—Sir John Coope, Lindon W. Bates, C. W. Darley, E. E. McDonald, H. H. Metcalfe, A. Rigby, B. E. Spencer, A. E. Cullen, J. M. McDowell, and Geo. A. Lee. Most of the schemes revolved round the central idea of that incorporated in the plans submitted by Sir John Goode, and each succeeding investigation added fresh data until Mr. G. A. Lee was able to devise a scheme which met with the approval of all concerned.

Constitution of Board.

The Mackay Harbour Board was constituted by The Mackay Harbour Boards Act, which took effect on January 1, 1896, and which was incorporated with and formed part of The Harbour Boards Act, 1892. The Board district consists of the area comprised within the boundaries of the city of Mackay, and the Shires of Pioneer, Mirani, Sarina, and Nebo, as constituted under and for the purposes of the Local Authorities Act. The Board consists of nine elective members elected by the electors of the area aforementioned, three representatives being assigned to the city of Mackay, three to the Shire of Pioneer, and one each to the Shires of Mirani, Sarina, and Nebo. Elections are held triennially, and there are appointed from the Board annually a chairman, finance committee, legislative committee, works committee, and general purposes committee, each committee consisting of not less than three members.

Commencement of Building.

The foundation stone commemorating the commencement of the building of the southern breakwater at the outer harbour site was laid on September 4th, 1935, by the Hon. W. Forgan Smith, LL.D., M.L.A. (Premier and then Treasurer of Queensland, and Member for Mackay).

Board Takes Over Construction.

The following extracts from the evidence given by the Chairman of the Harbour Board (Mr. C. F. Bagley) before the Royal Commission on State Transport at a sitting held in Mackay on Friday, September 4th, 1936, illustrates the reason for the construction not being completed by the successful tenderer for the contract.

"The tender of Mr. Stronach was £785,213, but this sum was afterwards reduced to £766,000 in consideration of the Board financing Mr. Stronach under a special contract. Mr. Stronach continued with the contract from November, 1934, to July 24th, 1936, when it was cancelled upon the recommendation of the Supervising Engineer (Mr. D. Fison). A special condition of the contract provided for cancellation in the event of the contractor failing to show after a certain period that the work could be completed within the contract price. Upon cancellation the Board carried on the construction, whilst tenders were being called for the work in three sections, namely, the concrete pier, the railway bridge spanning the Pioneer River, and the breakwaters, road, and railways. Tenders were received for the two former sections, Messrs. M. R. Hornibrook Pty., Ltd., being the successful tenderers in each case.

No tenders, however, were received for the breakwaters, road, and railways, and the Board decided to continue the work by day labour. The contract price for the pier was £238,891/10/10, and for the railway bridge £25,514/3/6.



MR. C. F. BAGLEY,
Chairman of the Mackay Harbour Board since 1933.

A Committee of Inquiry, consisting of Mr. N. J. Amos and Mr. C. E. Parkinson, was appointed to investigate the methods to be adopted in the completion of the undertaking, and its findings resulted in the appointment of a Construction Committee, consisting of Messrs. C. F. Bagley (Chairman of the Board), J. A. Love and A. S. Hamilton (Board members), and Mr. W. D. Clark (Board secretary). The Board has since carried on the construction, through its resident engineer (Mr. H. G. Jenkinson), and under the direction of the supervising engineer (Mr. D. Fison), who acts as guardian for the Government and the Board."

Financing the Scheme.

It is anticipated that the constructional cost of the scheme will be in the vicinity of £1,000,000, and that after adding interest on loan during the constructional period, and allowing for Government subsidy and bank credit from revenue account, which the Board has in hand, the ultimate debt upon the port being revenue producing will be approximately £800,000. To liquidate this debt there will be required annually a sum of approximately £46,000. The anticipated cost of conducting the port, including repairs and maintenance, is £10,000 per year, thus making £56,000 annually to be found by the Board.

Without incurring any further burden on the people the Board will be entitled to collect annually, calculated on present trade, about £104,333, made up as under:—

	£
Existing Harbour revenue	23,000
Special due on raw sugar, say 140,000 tons, at 9/4	65,333
Special due on general cargo	14,000
Berthage dues	2,000

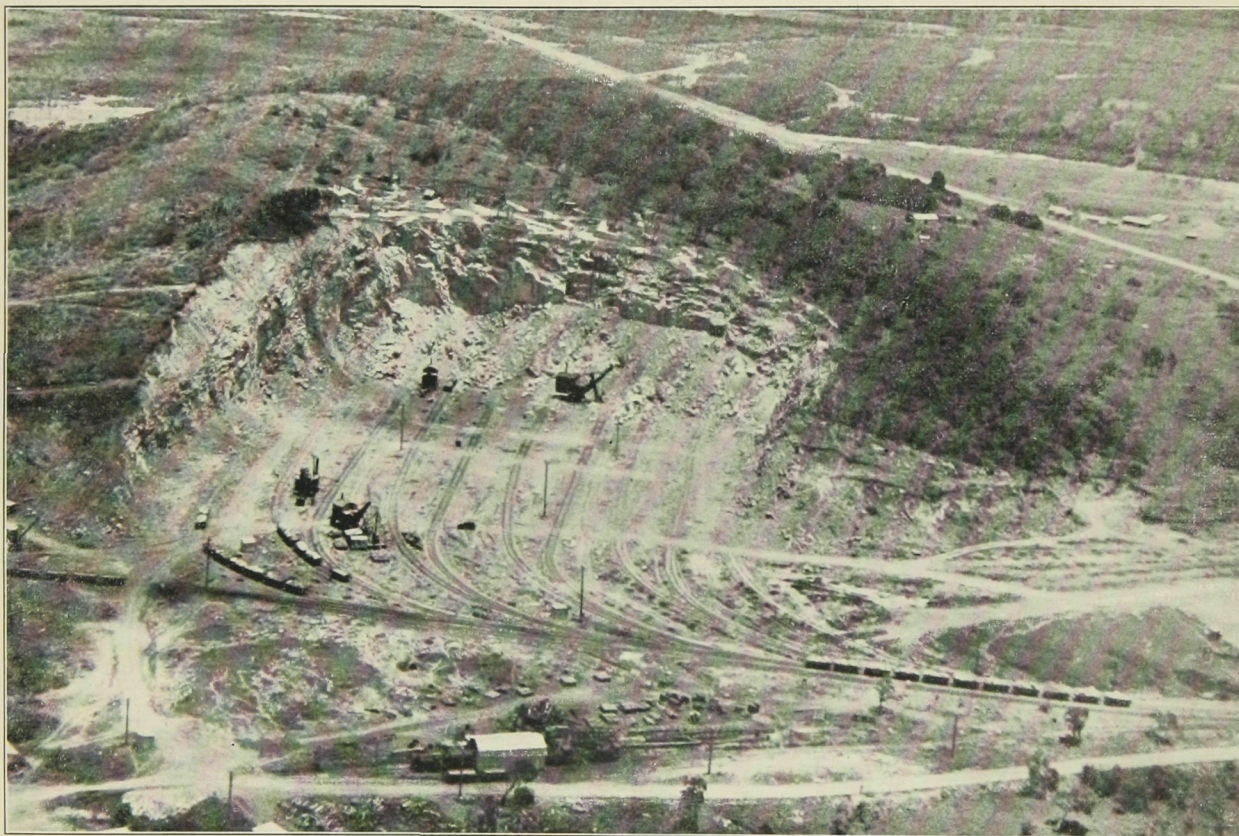
£104,333

It will thus be seen that the Board's position financially is an extremely sound one.

A special Mackay Harbour Board Act of Parliament was passed and assented to on October 27th, 1934, empowering the Board to assess a special due to take the place of the present lighterage cost between Flat Top anchorage and Mackay wharves. The Act provides for the payment to the Board by the Queensland Sugar Board of a sum as a special harbour due not greater than the maximum lighterage charge made by and payable to any shipping company within three months prior to the passing of the Act, 9/4 per ton was this charge then, and therefore the maximum that can be charged.

The present lighterage charge on raw sugar payable by the Sugar Board is 10/- a ton, so that on this basis there will be a saving to the Sugar Industry of Queensland of 8d. a ton on all sugar shipped through the Port, amounting to £4666 on 140,000 tons. There will also be a considerable saving (about £15,000) on sugar shipped through the port overseas, since the charge now being made will be obviated through the abandonment of lighterage.

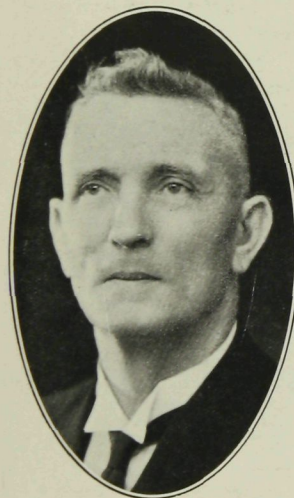




An aerial view of Mt. Bassett Quarry, from which all of the stone used in the construction of the Harbour was obtained. The quarry is situated conveniently to the harbour, being but 60 chains away.

WHEN Mr. J. A. Love submitted a scheme for the building of breakwaters to shelter a harbor a little to the north of the mouth of the Pioneer in 1929, the scheme was not favorably considered because, it was held, the cost of construction would be beyond the resources of the district.

As superintending stevedore for the Adelaide Steamship Co., Mr. Love had acquired considerable first-hand knowledge of the shipping problems that faced this community, and he became convinced that a deepwater port along the lines suggested by him was the only type of harbor facility that would meet the district's needs.



MR. J. A. LOVE.

From whose rough sketches the scheme was designed.

In his report to the Harbour Board, Engineer Lee stated: Mr. Love's proposed outer harbour scheme renewed interest in the movement for the provision of deepwater facilities for the district. . . . The principle he suggests, in our opinion, is sound and on the same lines as that shown in the plan accompanying this report.

Mr. Love still retains his seat on the Board and devotes much of his time to Harbour affairs.

ADVOCATES OF THE SCHEME

Port for Mackay" policy. In the years obtain recognition of the fact that a million pound scheme.

Married to no particular site nor type of port at the outset, he found that the Treasury of the day was not disposed to consider any scheme whatever for deepwater facilities for the Mackay District on the grounds that the expenditure would prove too great a burden on the district's resources.

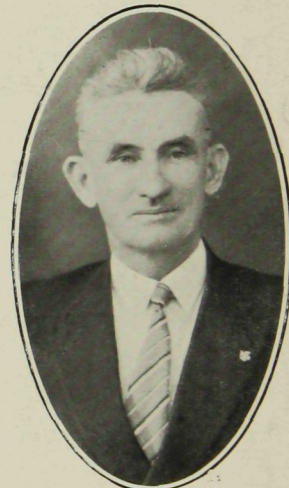
During his period of chairmanship the agitation for the provision of deepwater facilities for Mackay District was prosecuted with the utmost vigor.

Those whose efforts were responsible for the establishment of a most vital point—namely, that in certain circumstances the Mackay district could finance a deepwater project costing up to £1,000,000 to construct—included Mr. A. Fadden (who rendered yeoman service to the movement by appearing as the Board's advocate at the Committee of Inquiry and ably demonstrating that the scheme was feasible), Mr. Mulherin, Mr. Alex Kippen (the chairman of the Board at the time of the inquiry) and the Board's capable Accountant (Mr. Dal Clark, who prepared the case for the Board).

Like Mr. Love, Mr. Mulherin spent much of his own money and devoted an enormous amount of time in the period preceding the actual commencement of construction in getting support for the movement, and his services at that period proved of no inconsiderable value in making possible eventually the fine harbour facilities to-day possessed by the Mackay district.

Chairman of the Board for the financial year 1927-1930, Mr. Mulherin still occupies a seat at the Board's table.

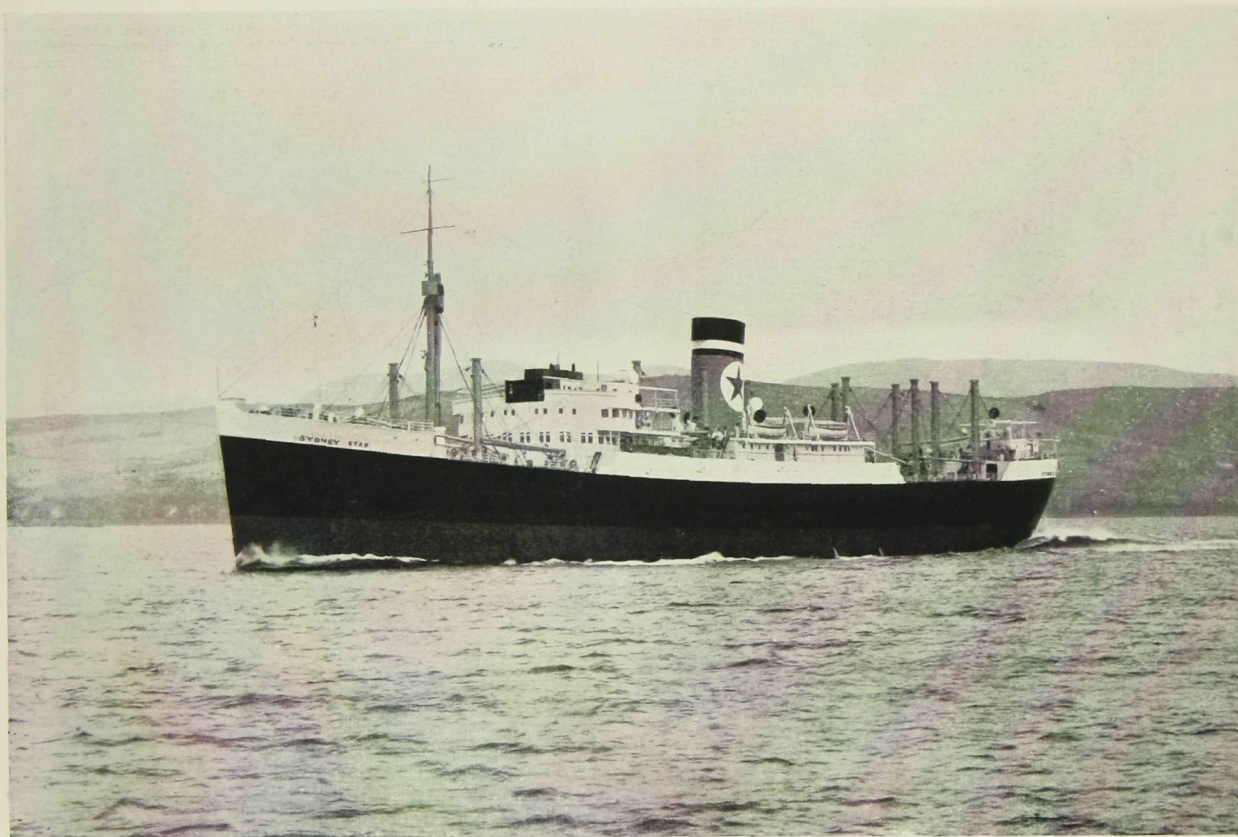
MR. JOHN MARTIN MULHERIN was elected to the Board as Chairman in 1927 on a "Deepwater" that followed he labored strenuously to the Mackay District could finance a



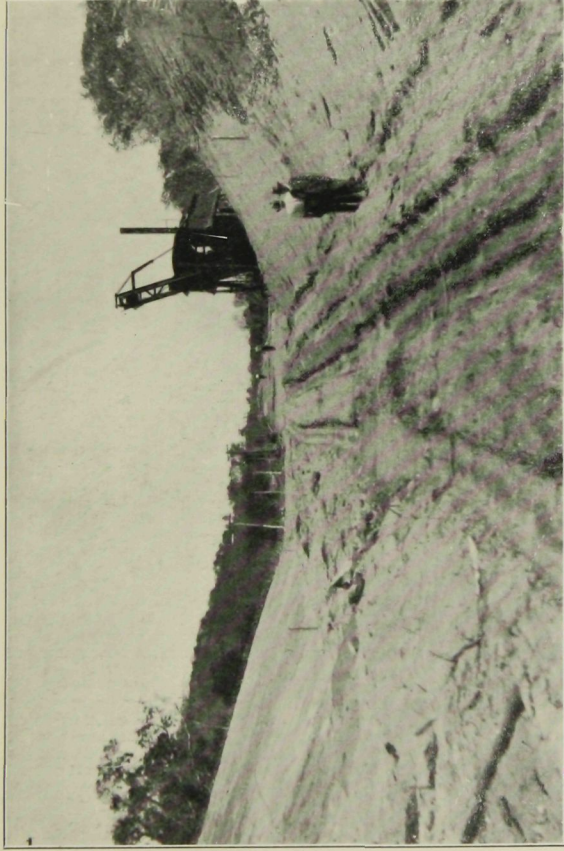
MR. J. M. MULHERIN.

whose persistency contributed largely to the acceptance of the scheme.

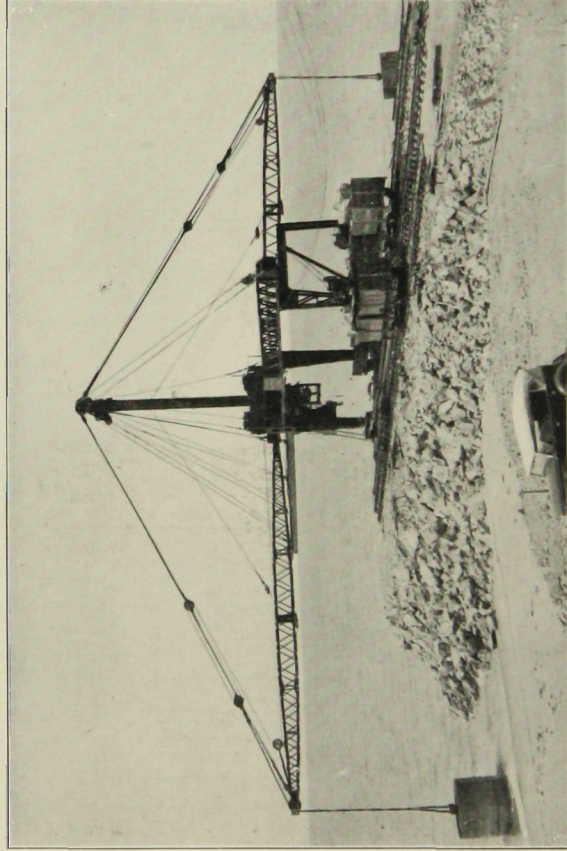
The Chairmen of the Board since 1900 have been: Edward M. Long (1900-02); Cecil G. Smith (1903-04); Michael Ready (1905); Jas. V. Brown (1906); William Lamb (1907-08); John Swanson (1909-1911); Joshua M. Kingwell (1912-13); Wm. J. Edmonds (1914); J. E. Joseph (1915-16); W. L. Grant (1917); J. E. Joseph (1918-20); J. W. W. Jackson (1921-22); Hugh Hossack (1923); R. G. Johnson (1924-26); John M. Mulherin (1927-30); Thos. Kirwan (1931); Alex. Kippen (1932); C. F. Bagley (1933-).



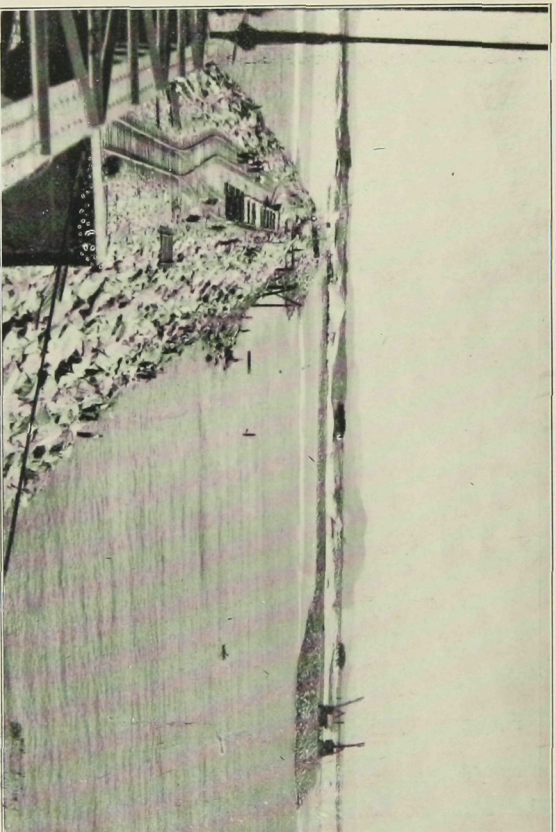
The T.S. M.V. "SYDNEY STAR" (Blue Star Line) which will be the Official Vessel to enter the Harbour on the 26th August for the Opening Ceremony.
Built in 1936 by Harland & Wolff (Belfast), it has an overall length of 542.8ft. and a gross tonnage of 11,095 tons.



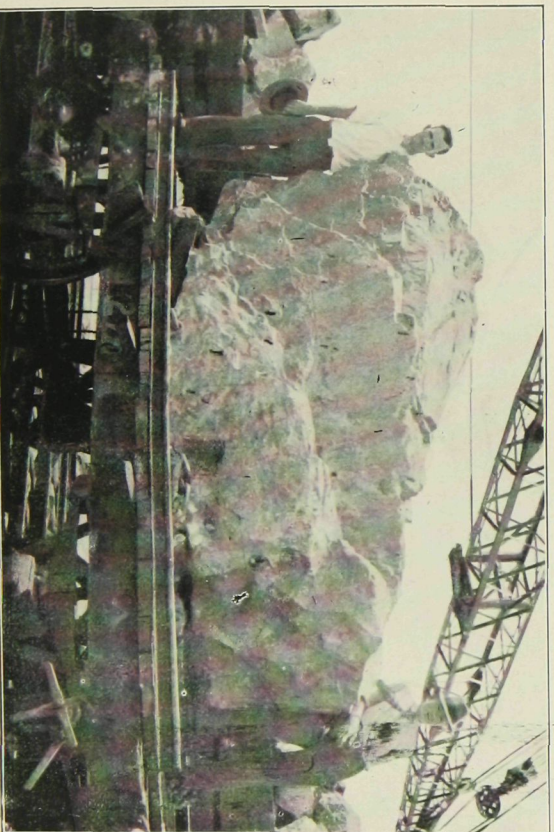
To reach the site of the Outer Harbour it was necessary to build up a road and rail way across mangrove swamplands and through sand dunes.



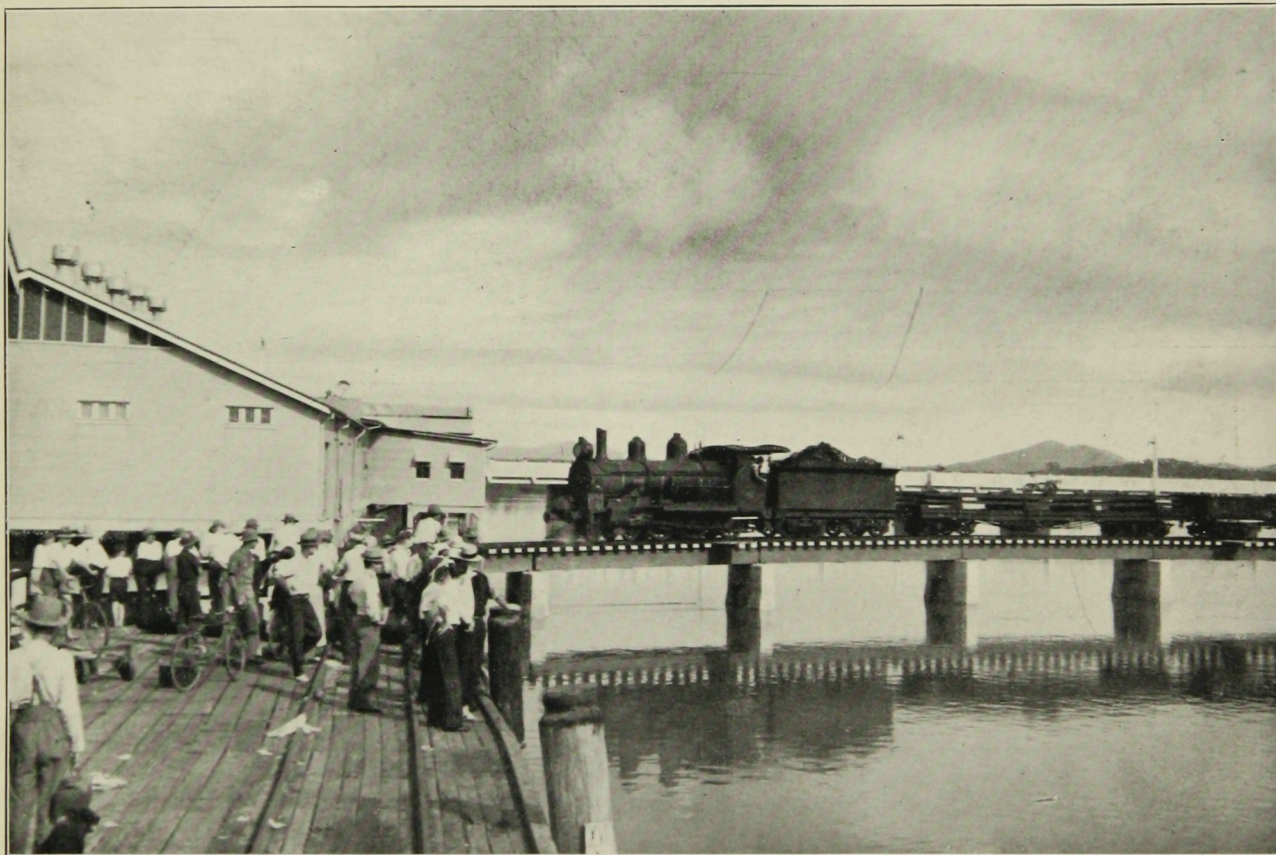
The Southern Breakwater is commenced. The huge Telfer crane—especially constructed for the job of placing the heavy stone is here shown.



As the Southern Breakwater crept out to sea, construction was also commenced on the shore embankment and approach to the pier.



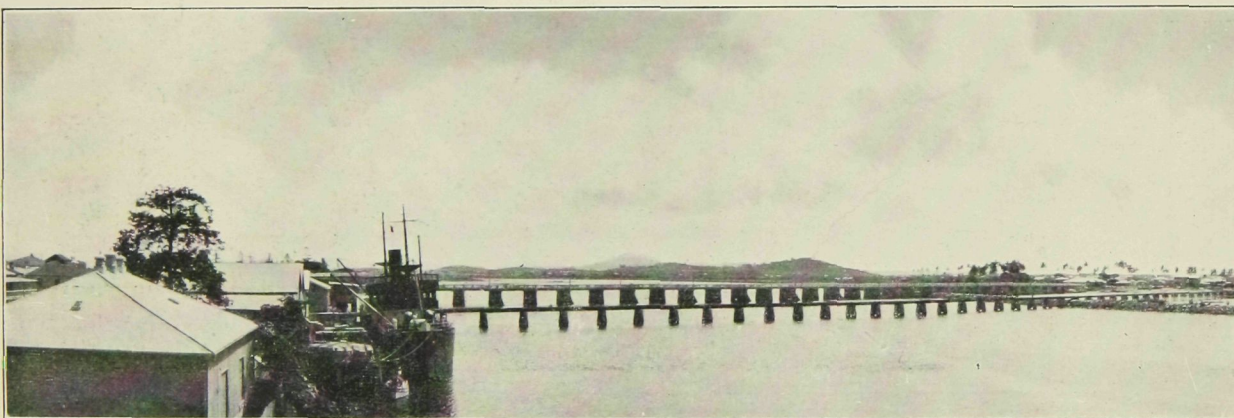
The type of heavy stone used in the construction of the seaward side of the southern breakwater.



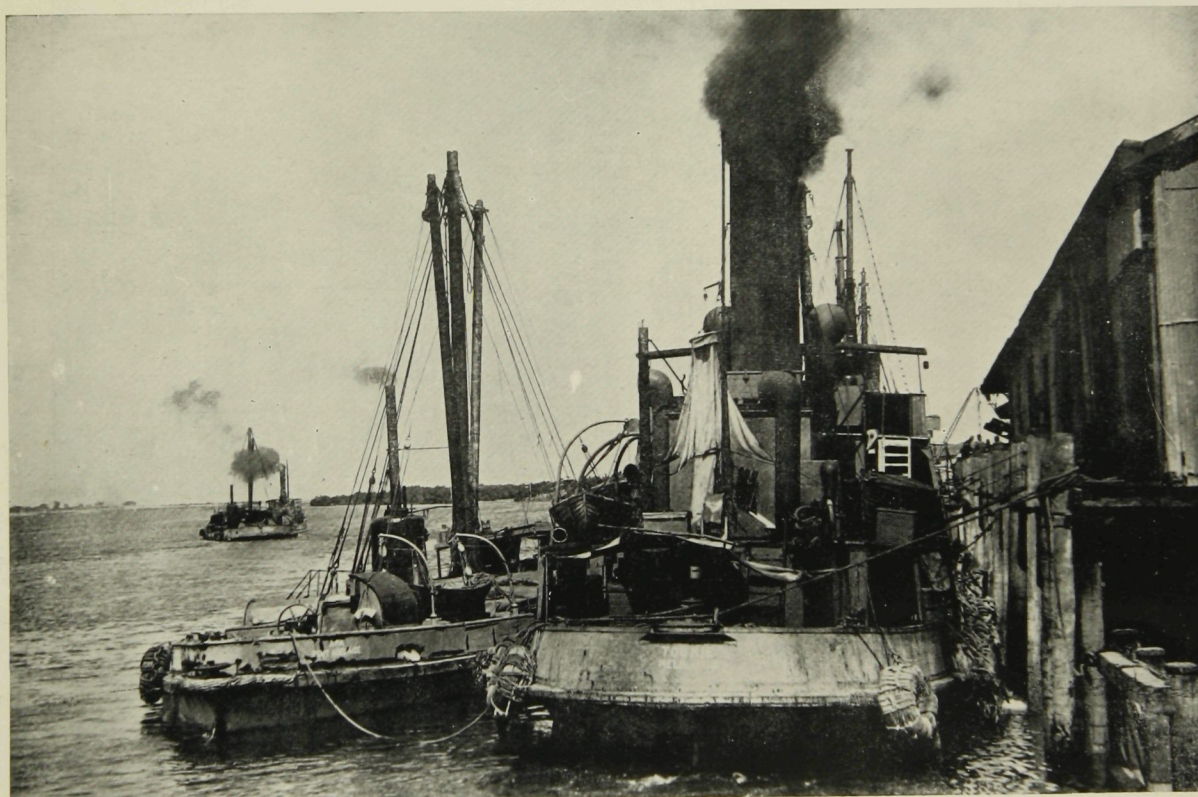
The first train crosses the newly completed Harbour Railway Bridge. Built at a cost of £25,514, the bridge is curved so as to enable the railway line to pass down River-street, to which it runs at right angles.



The Pioneer River Wharves and Waterfront. At low tide the river empties, leaving the vessels at the wharves high and dry.



An up-river view showing the two new bridges spanning the Pioneer and connecting the city with the Outer Harbour. In the foreground is the Railway Bridge and behind it the Forgan Traffic and Pedestrian Bridge.



Pioneer River Wharves, showing lighters and barges loading sugar for transport to the Flat Top Anchorage. The provision of deepwater facilities at the Outer Harbour will render obsolete this method, which involved so much handling.

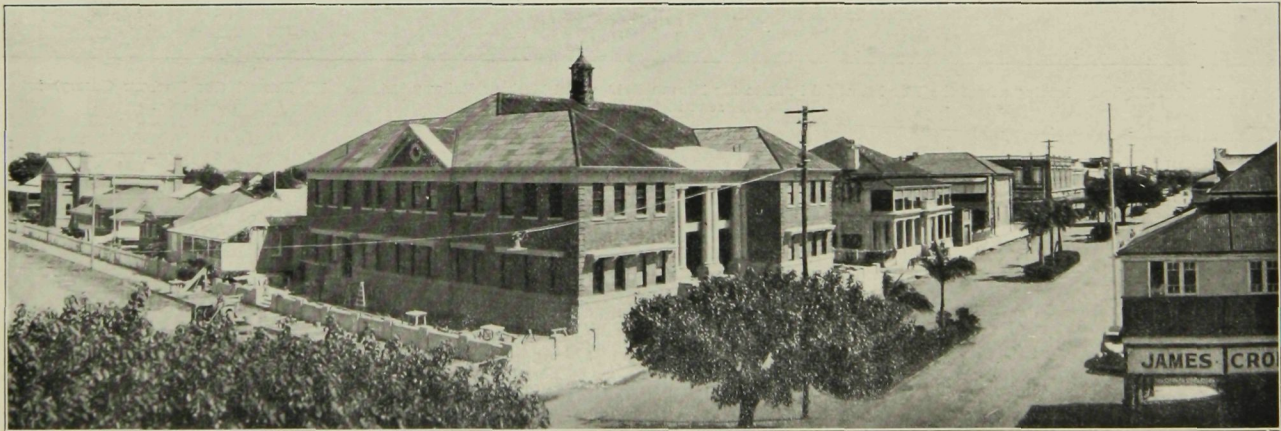


Looking towards the City from the Top of Mt. Bassett, where the Outer Harbour Quarry is situated.

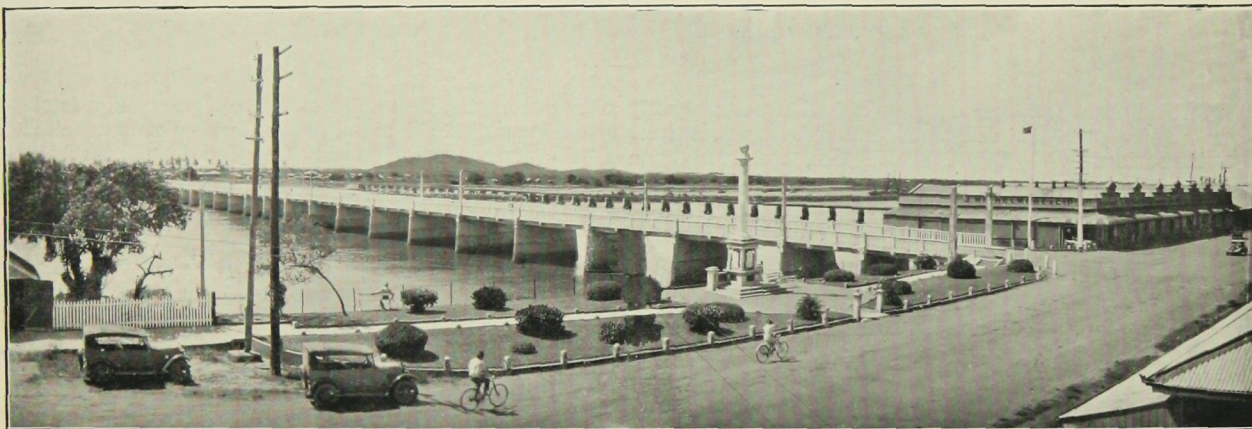
THE CITY OF MACKAY

FOUNDED in 1862, Mackay was proclaimed a municipality seven years later, with an area of 8 sq. miles and a total valuation at that date of £213,499. An excellent water supply—reputed to be one of the best in the Commonwealth—is provided by the City Council. Gas, controlled by a public company, and electricity (supplied by the Mackay Electric Light Authority) is also reticulated through the city. A modern and extensive sewerage system has been installed, and the city's development is guided by the Mackay Town Planning Act, which stipulates the conditions under which buildings may be erected and where industrial areas may be created, etc.

POPULATION.		UNIMPROVED VALUE OF PROPERTIES.		AREA.	
Of City	11,850	Of City	£506,841	Of City	8 sq. Miles
Of District	31,950	Of District	£1,985,722	Of District	19.200 sq. Miles



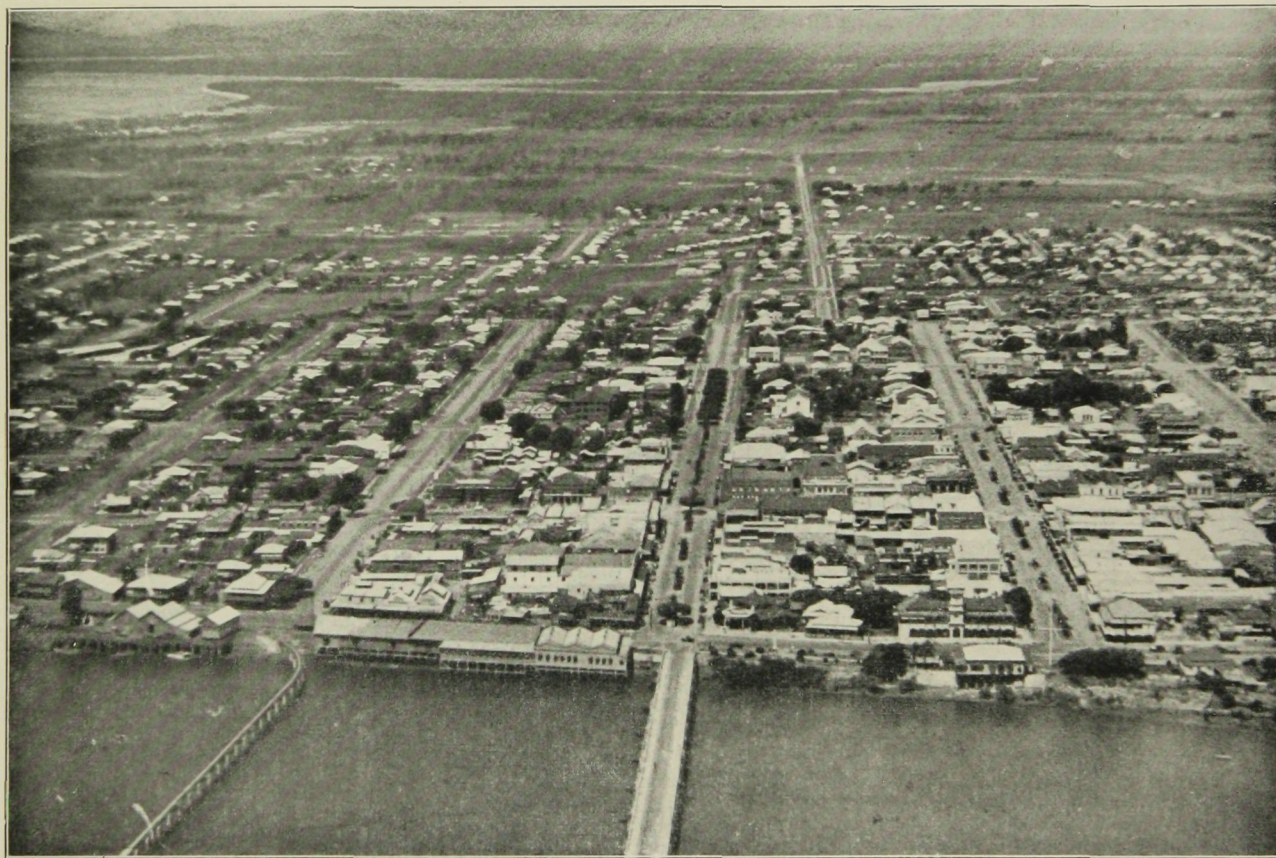
VICTORIA STREET, Looking East, showing the New Court House, Commonwealth Bank, Union Bank, and Marsh & Webster's buildings. On the left of the New Court House are the police barracks and residences, and the Old Court House.



The Harbour Highway, looking across the War Memorial Park to the Forgan Bridge and Harbour Railway Bridge. Mt. Bassett (the Harbour Quarry) is seen in the distance.



The Heart of the City—The Jubilee Tree, at the intersection of Sydney and Victoria Streets, is the recognised hub of the city, being located in the centre parts of Mackay's business area.



Mackay from the air, showing the Harbour Railway and Forgan Bridges in the foreground, and the business section in the centre of the picture. The residential area stretches away to the right, following the river. In the distance may be seen the aerodrome.



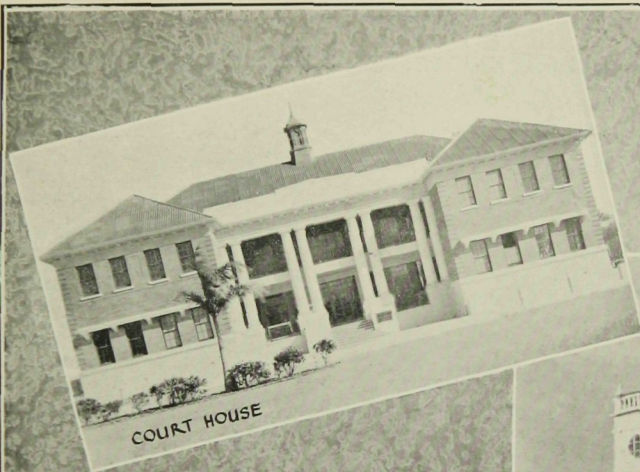
Victoria Street, looking East.



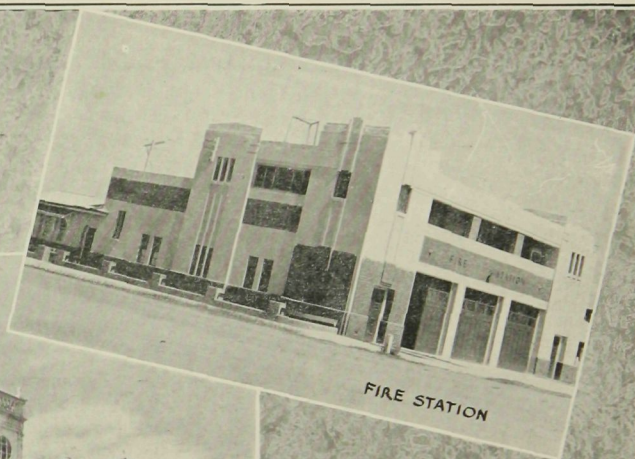
Sydney Street, looking South, showing the garden plots which divide the traffic in Mackay's main thoroughfares.



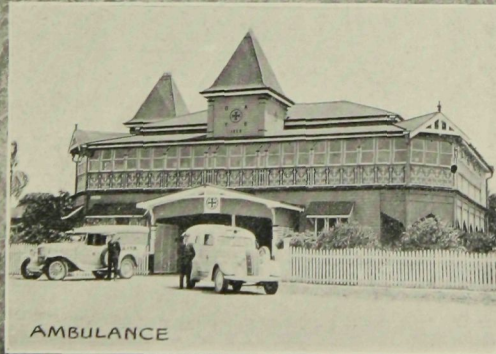
Wood Street, looking South.



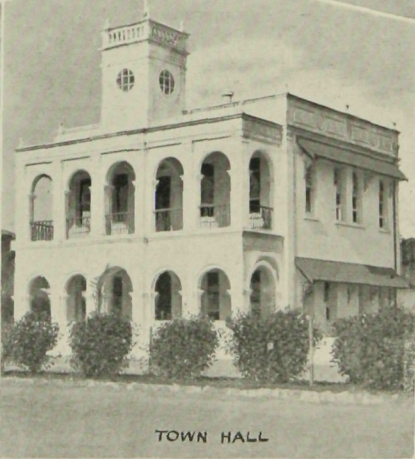
COURT HOUSE



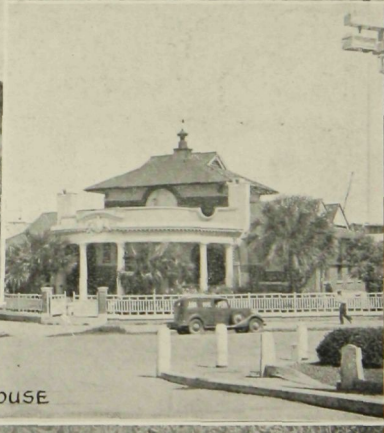
FIRE STATION



AMBULANCE



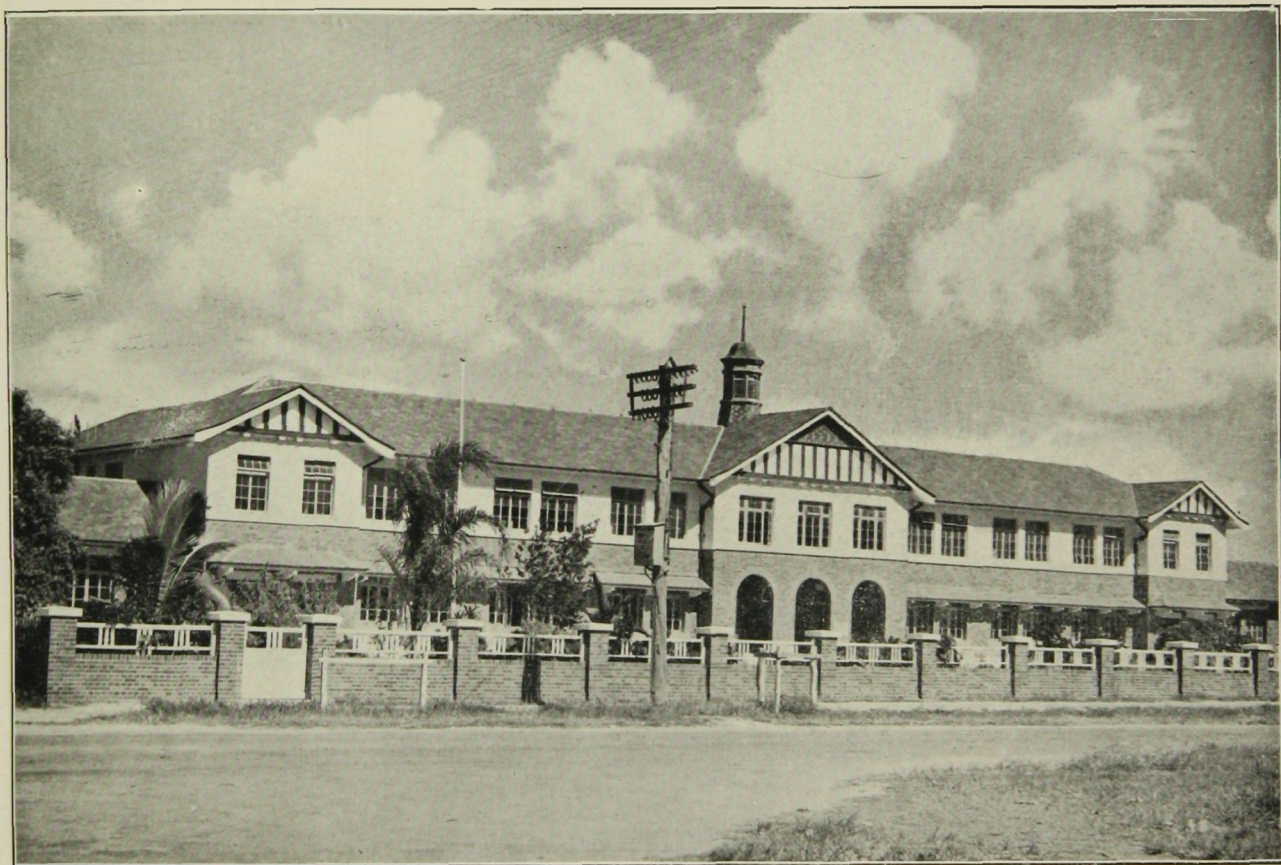
TOWN HALL



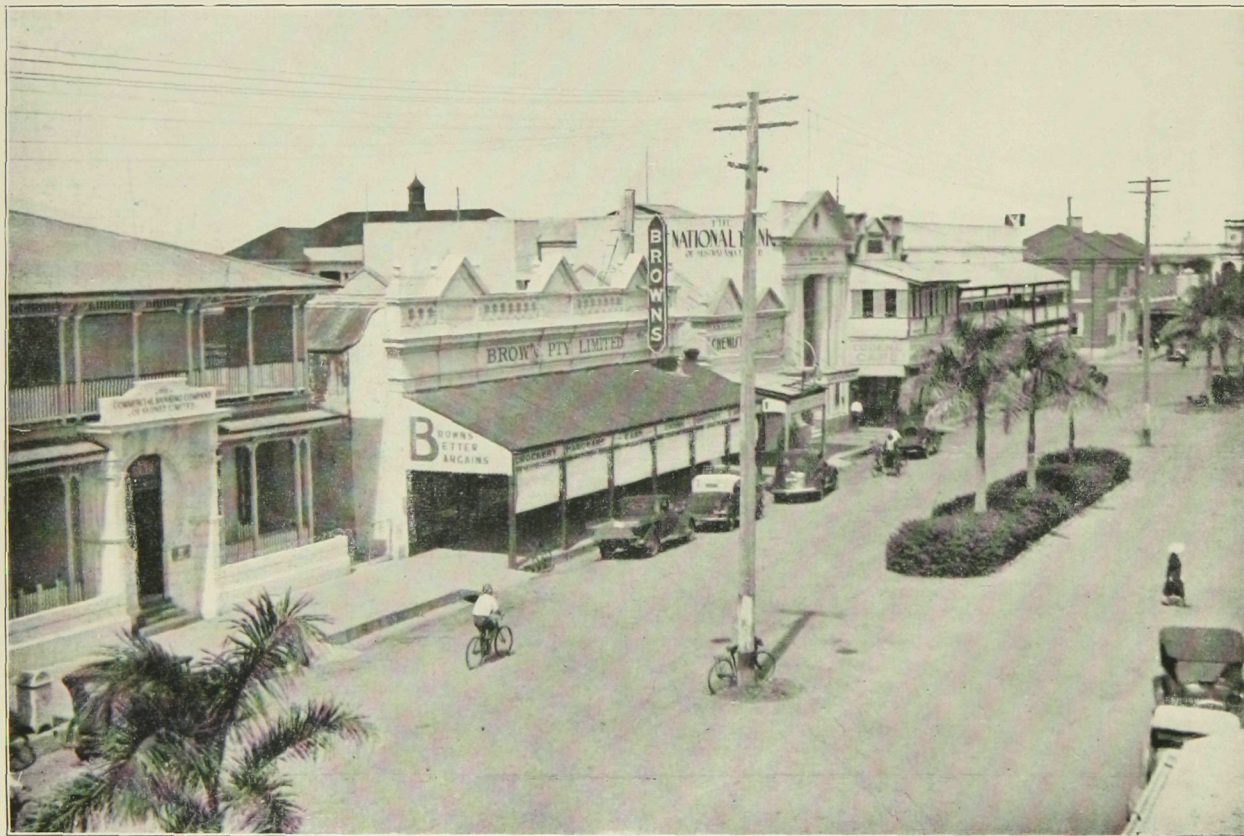
CUSTOMS HOUSE



Victoria Street, looking West.



The Intermediate School—one of Mackay's many fine public buildings.



Central Sydney Street—one of Mackay's earliest settled areas.



Sydney Street, looking South from the Custom's House Corner.

MACKAY AND ITS INDUSTRIES

£2,300,000 WORTH OF SUGAR PRODUCED ANNUALLY

WHEN JOHN SPILLER, one of Mackay's earliest settlers' planted his sugar cane plants in the little garden that surrounded his grass humpy, the only exports from this district were maize, cotton, coffee, and potatoes—and these commodities but in small quantities.

It was on June 1, 1865—three years after the commencement of settlement—that Spiller made his first experimental planting.

At the end of June, 1867, Spiller, with the help of a Mr. Booth from Java, put up a small wooden horse-mill with which he crushed some cane, and boiled down the juice extracted in an ordinary boiler, thus producing the first sugar in the district. But his crude mill kept continually breaking down. Soon small mills began to spring up on all sides, until there were some 30 small mills in operation locally.

With sugar at that period realising £40 a ton, the settlers took to the growing of cane with enthusiasm, and rapid expansion in the industry was experienced.

Since that period sugar growing has been the only industry that this district has engaged seriously in. Over 2,979,195 tons of sugar has been won from cane produced in the Mackay district, and a sum exceeding £52,441,028 has been earned therefrom.

The number of small crushing plants throughout the district were greatly reduced with the advent of the central mill scheme, until to-day the 30 small mills which once operated in the vicinity of Mackay have now been replaced by seven up-to-date factories, of which five are owned by the farmers themselves.

ITS VALUE TO AUSTRALIA.

From 1866 to 1912 kanaka labor had been indentured to work in the canefields, but this practice of importing coloured labour was stopped when a most unique experiment in colonisation was undertaken.

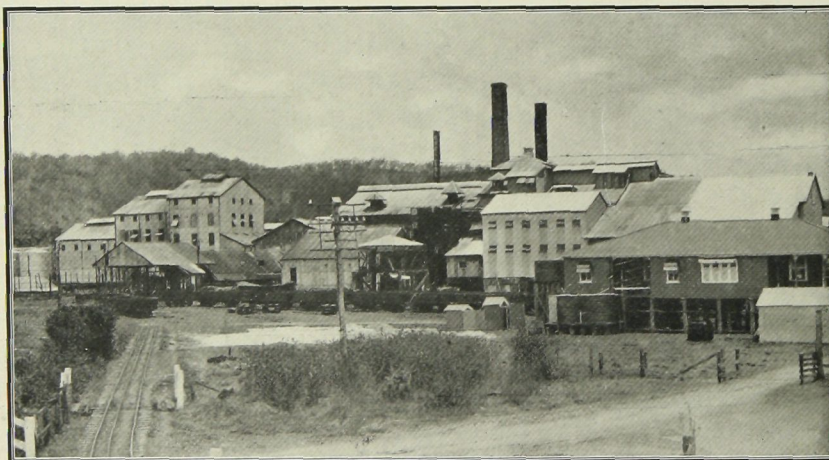
Recognising the imperative necessity of effectively peopling tropical Australia with white settlers the Federal Government of the day repatriated the coloured importees to their home islands and established the sugar industry as a "white labour" industry. It was realised that it offered the only practical means to the problem of providing sufficient means to support a white population on the Queensland coastal belt.

Just how successful the experiment has proved is amply demonstrated by a comparison of the census returns of 1921 and 1933. While in the period under review the total population of Australia increased by 21.94 per cent., in the extensive areas from Mackay to Mossman it increased by 87.5 per cent. Even the smallest annual increase for that period in any one particular section of this belt—28.1 per cent. at Mackay—was greatly in excess of the annual average for any State in the Commonwealth, except West Australia.

An indication of the value of the sugar industry not only to the Mackay district and the other sugar producing centres of Queensland—but to Australia as a whole—is given by the report of the 1912 Royal Commission on the sugar industry, when referring

to the unsettled areas of North Queensland, which reads as follows:—

"They are not only a source of strategic weakness; they constitute a positive temptation to Asiatic invasion and may give the White Australian policy a complexion which must inevitably weaken the claims of Australia to external support. As we have already remarked, the ultimate end, and in our opinion, the effective justification of the sugar industry, lies beyond the questions of industry and wealth production. It must be sought in the very existence of Australia as a nation." Nothing could more emphasise the value of this district and its industry to the nation as a whole than that finding. For its value must be sought in the "very existence of Australia as a nation."



Plane Creek Mill, showing the Power Alcohol Distillery. Seven of these modern sugar mills operate in the Mackay District, manufacturing between them over £2,300,000 worth of sugar annually.



Rakes of Sugar Cane being fed into the hungry maws of one of the local sugar mills.



Young plant cane surrounding another of Mackay's seven sugar mills.



In the canefields. Cutting and carting provides employment for thousands of workers during the crushing season.

DAIRYING AND PIG-RAISING

ALTHOUGH there are many square miles of ideal dairying land in the Mackay district, dairying as an established industry had failed to become a local activity until 1930.

In the latter part of last century and during most of the present one, many efforts were made to encourage farmers to take up dairying as a pursuit, but no other agricultural effort—however profitable it promised to be—seemed to offer the same attraction as sugar, and so it continued until 1924.

In that year a provisional company was formed to bring about the establishment of a butter factory in this district, and for a number of years much spade-work was done, encouraging settlers to increase stocks and to prepare pasture lands.

In an endeavour to obtain the benefit of the experiences gained by an old-established concern the local company amalgamated with the Port Curtis Association, and its share capital—which had now reached almost £10,000—was handed over.

Commencing operations in Mackay in March, 1930, the new factory soon overtook the amount required for local consumption. Like all factories of its kind, the output fluctuates with the seasons, but the fact that each year since its inception it has returned steadily increasing amounts to suppliers indicates its sound progress.

In all, since 1930, the Mackay district has received in cream cheques a sum exceeding £100,000—a sum which makes the handing over of the South Kennedy share capital an excellent investment.

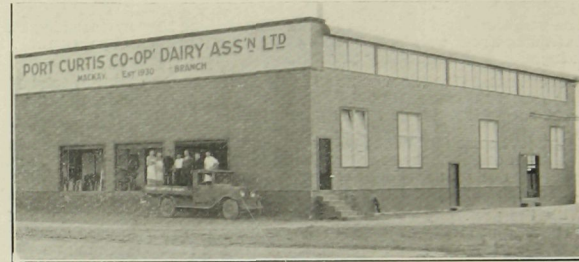
Areas over the Range at Sarina and Eungella, and to the north of Mackay in the O'Connell River zone are being developed as pasture lands, and so suitable are these territories for dairying that the prospects of the industry locally are bright indeed.

The following figures illustrate the expansion that has been experienced in the dairying industry locally over the last eight years:—

Year.	Butter Manufactured.
1931-32	253,352 lb.
1932-33	384,225
1933-34	478,308
1934-35	453,568
1935-36	502,062
1936-37	479,672
1937-38	462,755
1938-39	707,780



Types of pigs being bred in Mackay District.



Port Curtis Co-operative Dairy Association's Mackay Factory.

When the movement to establish a butter factory locally was commenced in 1924, attention was again directed to the possibility of pig-raising in this district. The economics of the dairying industry demanded the assistance given by pig-raising as a subsidiary activity, and the Mackay District Co-operative Butter Factory Association Ltd. decided to cater for the treatment of bacon and smallgoods, as well as cream. However, with the absorption of the local company by the Port Curtis Co-operative Association Ltd. these facilities were not available.

The Mackay District Fruit, Vegetable and Poultry Association, then but recently formed, decided to extend its activities to include a bacon factory. That was accomplished in 1932. Towards the end of 1934 the matter of a bacon factory was receiving keen attention, and the Minister for Agriculture and Stock made available the services of the Senior Instructor in Pig Breeding (Mr. E. J. Shelton) in an advisory capacity. On the advice of the Senior Instructor in Pig Breeding, a type of animal suitable to this district has been introduced, and the breeding up of herds undertaken seriously.

It is interesting to note that the annual bill of the district for bacon and small goods supplies in this industry totals £35,000, and that over 90 per cent. of this money is sent south, despite the fact that the district is capable of producing more than sufficient pigs for its requirements.

It is estimated that the the total number of pigs in the Mackay district as at June, 1939, is 1600; a figure much under the 3900 required annually for slaughtering by the local butchers.

The local Bacon Association has just recently purchased its own butchery, and established its own sale yards, and with the other schemes it has in view the day seems not far distant when pig-raising and the exporting of chilled pork through the Mackay Harbour will be one of this district's important activities.

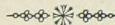
BEEF-CATTLE RAISING

The vast territory which lies over the range behind Mackay, including the Nebo Shire and extending as far west as Clermont, and as far north as Cape Conway, is a cattle-producing area with tremendous possibilities.

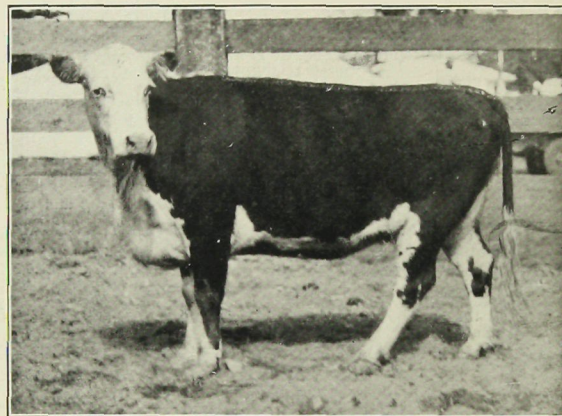
It is estimated that the number of cattle in the Mackay District total 158,420 head, but this number can—and will—be considerably increased when a treatment and exporting plant is established near the deepwater port.

At present some 60 stations with many smaller holdings lie clustered in the immediate Western country, and these provide the bulk of local butchers' supplies, with the pick of their prime beasts travelling the overland stock routes or being trucked to the meat-works north and south of Mackay.

With the possibility of the establishment of abattoirs locally, many of the cattle-raisers have turned their attentions to the production of beasts most suited to the export trade. Alive to the fact that the big, heavy bullock is fast becoming unsuitable for both local consumption and the chilled beef export trade, they have introduced a type of animal which matures earlier, thus giving a quicker return and greater profits. From 600lb. to 700lb. seems to be the ideal weight for the trade. With this in view, many station owners are stocking up with the best type of breeders, and polled Herefords have been introduced in order to fall in line with the modern trend.



Tobacco growing is engaged in with considerable success.



To meet the demands of the modern beef market, local cattle-raisers are now going in extensively for "Baby Beef" cattle of this type.



TOBACCO GROWING

Tobacco growing is being carried out in the more suitable areas of the district, and now that the experimental stage has been passed, those who remain in the industry are producing crops which command prices on the market comparing favourably with tobacco grown in any other part of the State.

The area under the leaf at the last available returns (June, 1938) was set down as 245 acres, and 122,700lb. of leaf valued at £9200 were produced. The maximum price realised for the 1937-38 crop locally was 49 pence, but the weather conditions were not the most favourable to the cultivation of this crop for the greater part of the year.

Most of the leaf is cultivated within a radius of 20 miles from Sarina, but there are many other tracts of land in this district which are ideally suited to the cultivation of tobacco.

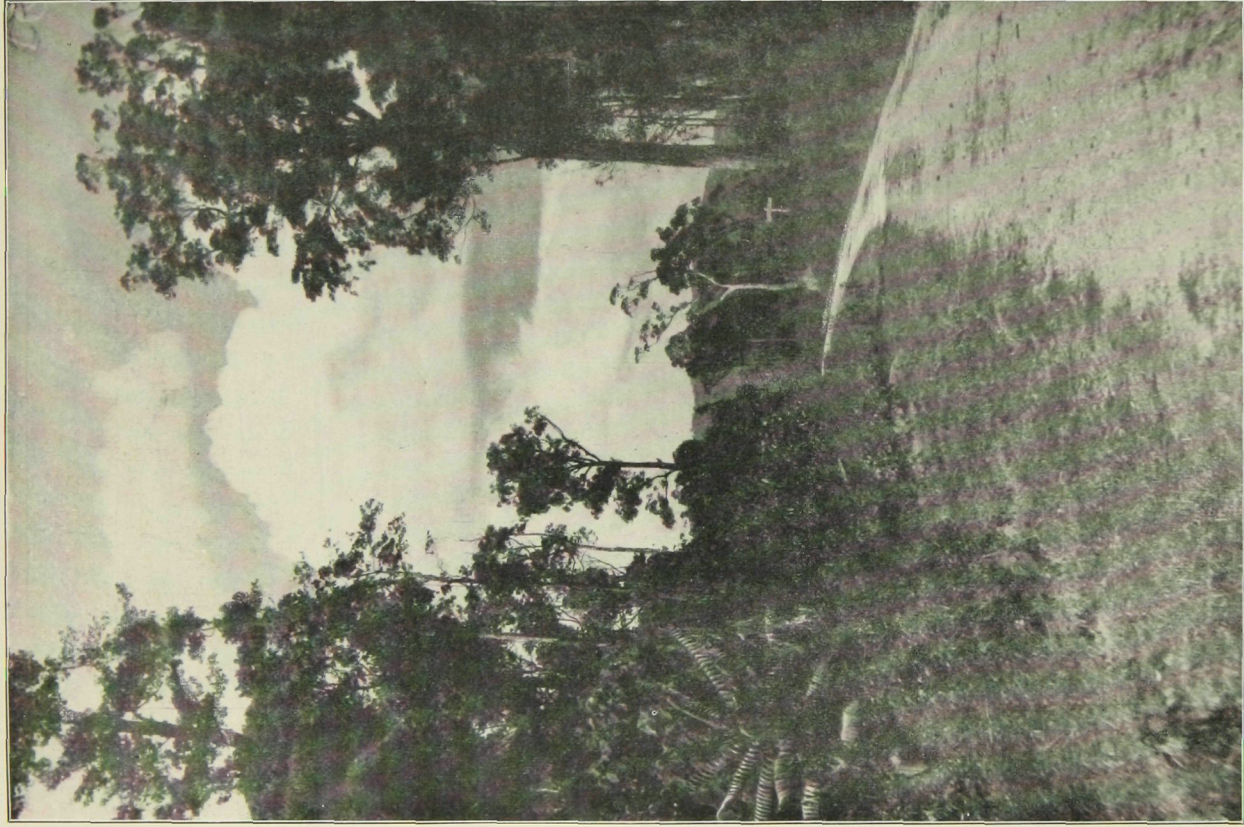
Here is an activity which seems to hold out promise of further expansion locally, though judging by the experiences of many who entered into it and came out again disheartened, it is an industry which will yield its profits only to those who have mastered the difficult art of tobacco culture.

Mackay's Unique Scenic Attractions



2000ft. Above Sea Level Cloud Banks Billow Like a Turbulent Sea Around the Peaks of Eungella Range.

Perhaps there are few places in the world which can offer the sightseer a more varied collection of entrancing vistas than the Mackay District. Hill-top Panoramas—each with an appeal that is individual—Mountain Vistas that by their magnitude, variety, and majesty beggar description; trickling mountain streams and expansive ocean waterways, which wind through the archipelago of islands adjacent to the coast; intriguing glimpses of submarine coral gardens, and glorious stretches of clean sandy beaches—these, and many other sights await the tourist with the time and the inclination to enjoy the Feast of Beauty which Nature has provided in this part of Australia.



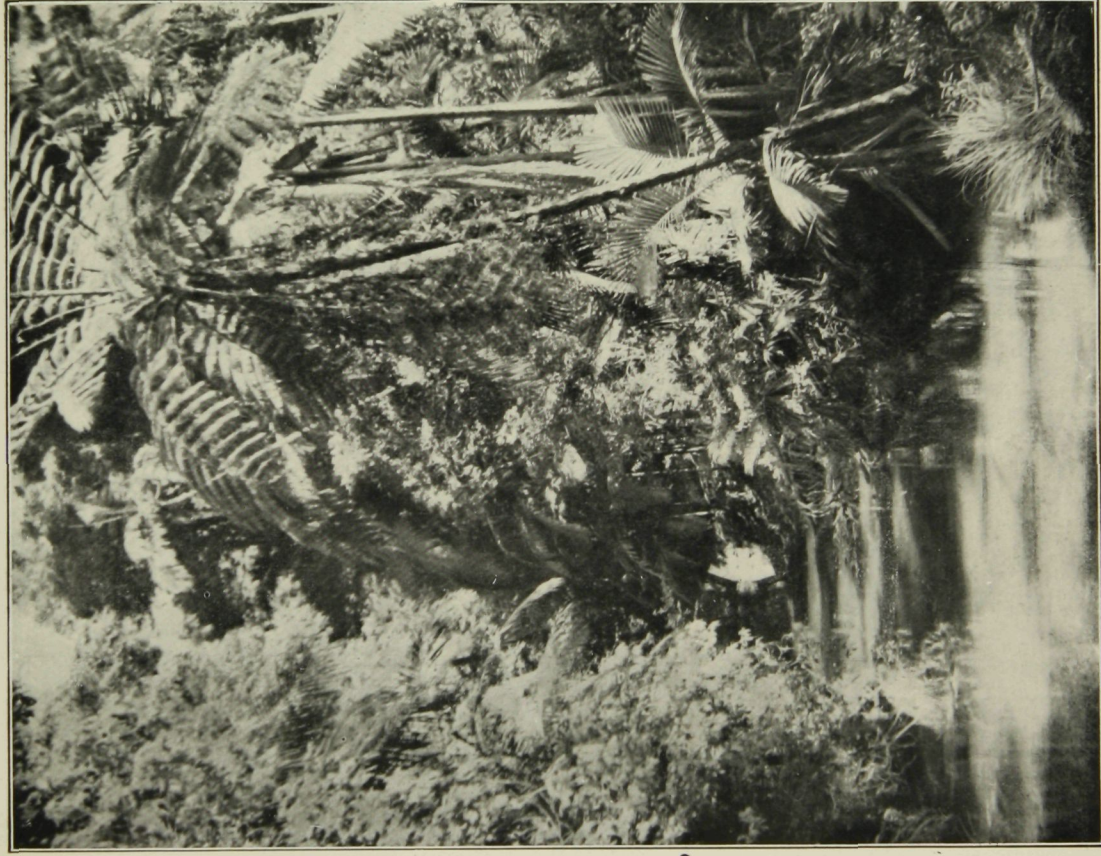
On the Euagelia Range Road. Around every corner a fresh delight awaits the tourist who traverses this picturesque mountain highway.



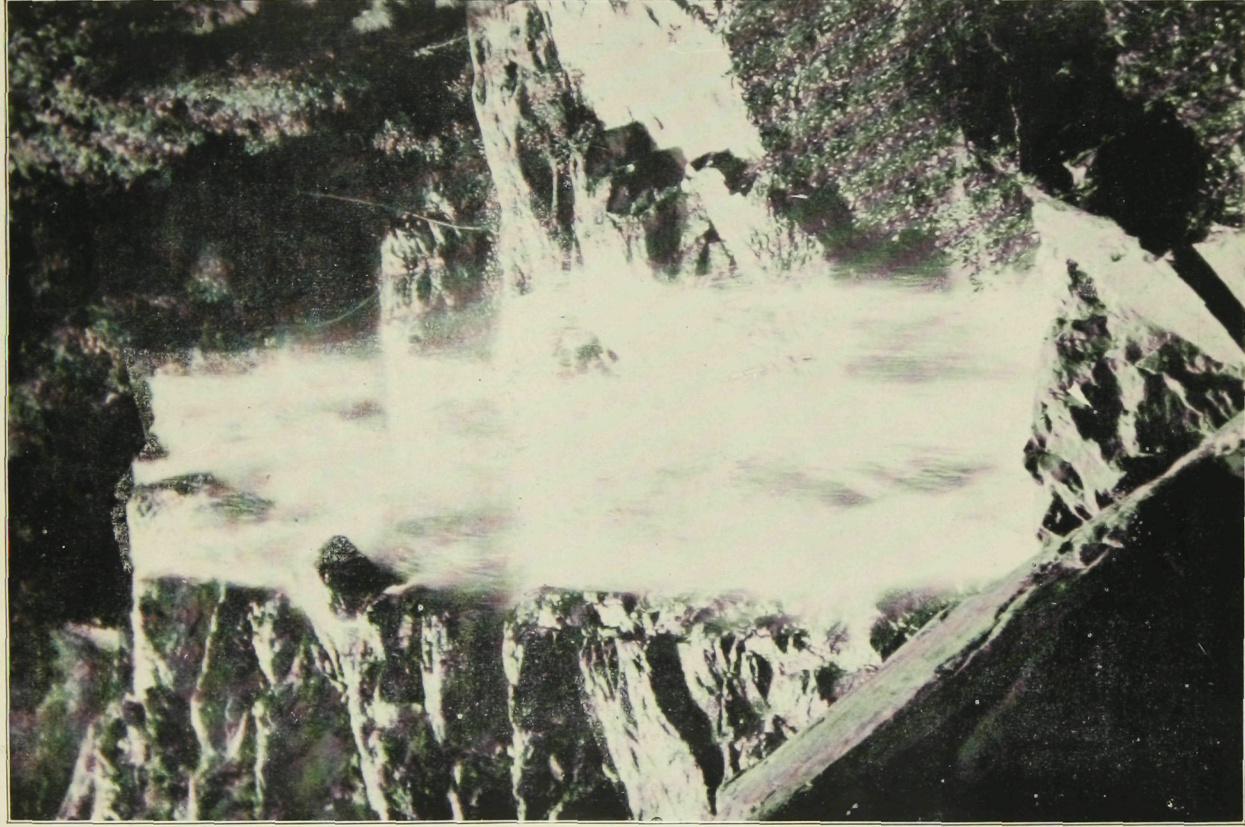
Looking down on the Pioneer Valley from Bevan's Look Out on Eungella Range. For forty miles a superb vista stretches away towards the sea coast.



The Broken River Bridge, Eungella Plateau. The swardy glades by this cool mountain stream are favourite haunt of penckers.



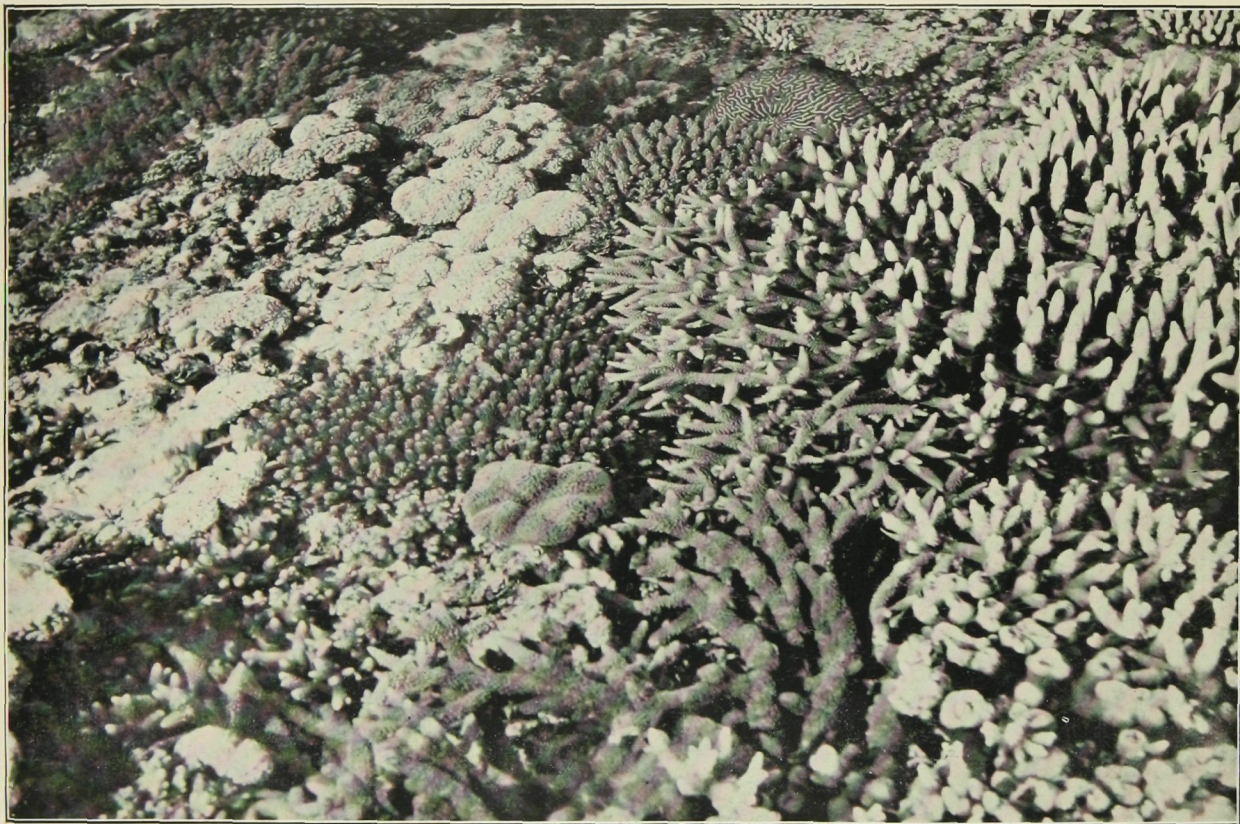
Calday Creek, Eungella Range. One of the many jungle clad creeks which wind through superbly scenic parts of Mackay District.



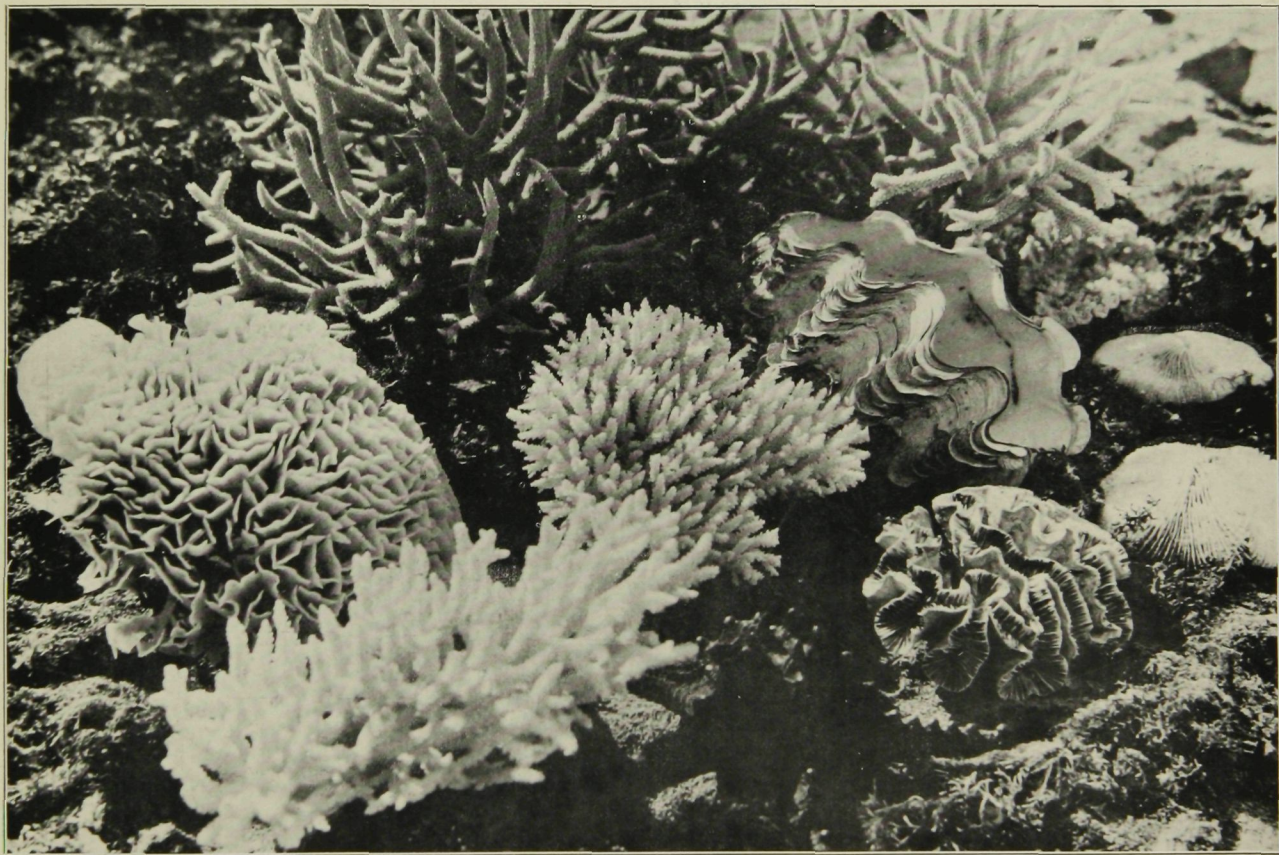
Waterfalls on Eungella Range. Though rivalling none of the Great Falls in volume, the "bridal veilish" type found on Eungella arrest attention by their quiet beauty.



PORT NEWRY—one-time rival site to the breakwater site for the claim to be Mackay's deepsea port. Here picturesque waterways abound, and pleasure cruises are conducted weekly to Newry Island, which lies in this attractive inlet.



Not the least commanding of Mackay's many scenic attractions are the coral beds. These are to be found near most of the coastal island tourist resorts, with banks square miles in extent on the Outer Barrier.



Infinite in variety are the many specimens which may be rambled over in an hour's journey. The beauty of its delicate pastel shades in its natural state is something which must be seen to be appreciated.



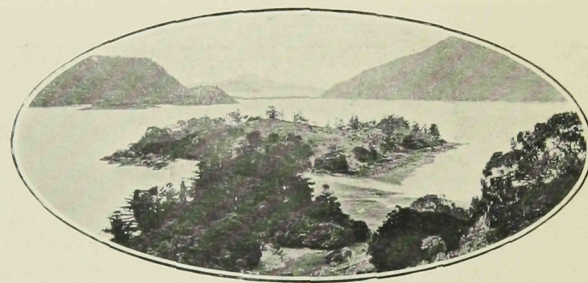
An Island Vista.—Curving headlands sheltering large stretches of the most vividly coloured sea water make the waterways of the Whitsunday Passage an enchanting site. This photo looks across Lindeman Island to Pentecost (or Lion) Island.



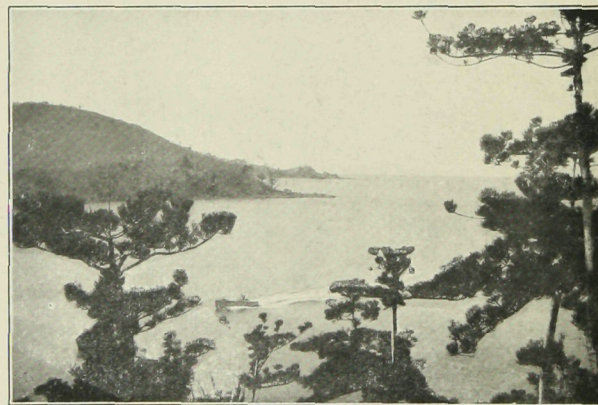
In the sheltered waters of Newry the tourist can swim, cruise, fish, or bask to his heart's content. Here, lazing requires no apology—it's the most suitable activity.



Fishing provides anglers with thrilling tussles in the adjacent waterways. Here is a fair effort by one of our lady visitors.



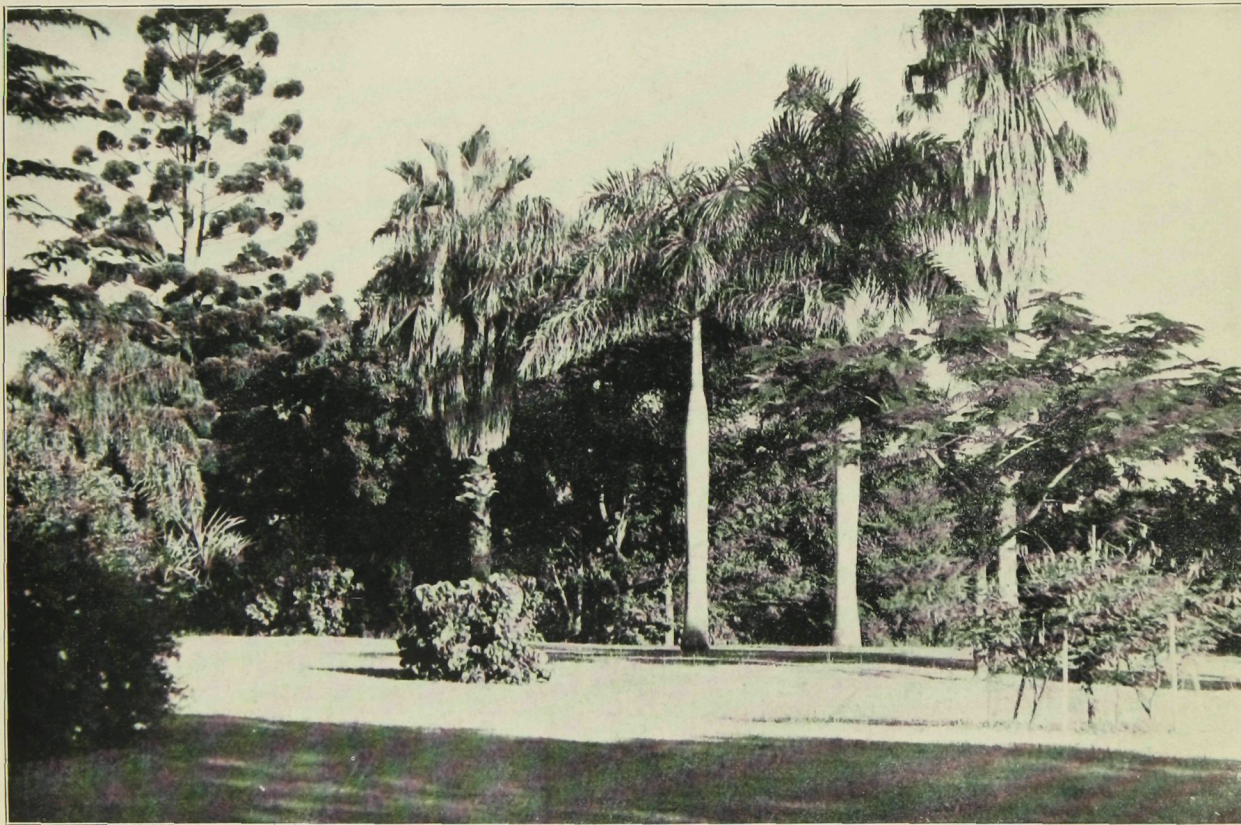
In Kennedy Sound one finds many vantage points from which views like this can be seen.



Maryport, Brampton Island. So numerous are the passages, channels, and waterways among the islands within the Great Barrier Reef adjacent to Mackay that it is possible to cruise over 1200 miles of this delightfully panoramic area without twice covering the same route.



Tropical Jungle fringes a quiet creek on the Tourist Road, which runs from Reliance Creek to Mackay, via Farleigh,



A Quiet Corner in Queen's Park, Mackay.



Stately Palms in another section of Queen's Park rustle in the warm, soft winds which blow in from the sea.

Mackay's Hospitals

FOUR large hospitals serve the needs of the community—the Mackay District Hospital, the Mater Misericordiae, Lister, and Cromer Hospitals. The first-named hospital is a public institution controlled by a Board, consisting of representatives of ratepayers of the Mackay District and Government nominees. Its cost of management and upkeep is met in part by payment by patients and by a grant from the State controlled Golden Casket lottery. The balance of the money required annually is subscribed by the four local authorities in the area which it serves (Mackay City Council, Pioneer Shire Council, Mirani Shire Council, and Nebo Shire Council), which, between them, supply 60 per cent. of the amount required, the State Government meeting the remaining 40 per cent.

In the ten wards there are 141 beds, and the staff employed totals 84, comprising 55 nurses, 18 domestics, four wardsmen, under the supervision of three qualified medical men. An administration staff of four complete the total.

The hospital is most modernly equipped, with an up-to-date X-ray plant, and a gas-operated central heating service.



The Mater Misericordiae Hospital, Mackay.



Portion of the Mackay District Hospital's Building.

INFORMATION FOR TOURISTS

The visitor to Mackay will find himself an honoured guest, with an endless variety of scenic attractions awaiting his inspection, and a courteous and efficient organisation to help him (or her) enjoy to the full the period which will be spent here. Two of the hotels (the Grand Hotel and the Hotel Ambassador) have established Inquiry and Booking Offices for Tourists and the Booking Agencies of Messrs. Ian Wood's Travel Service and of Waters, Punzell, Williams are eager at all times to be of service to the tourist, and to provide any information required. It will be their earnest endeavour to make the stay of each visitor to this area an even more pleasant and enjoyable experience than the tourist anticipated it would be.

CHEAP 'BUS EXCURSIONS.

Cheap Excursions in comfortably appointed modern 'buses are arranged at regular periods by the proprietors of the Mackay Bus Service (Messrs. Hopkins Bros.).

Eungella Range.—Superb panoramas from lofty lookouts and memorable drives through the unique rain forests of the Eungella Plateau reward the tourist who makes this trip. 'Buses run at regular periods, with special trips for tourist parties when required. Book at Ian Wood's Travel Service Victoria Street or 'phone Mackay 'Bus Service (702). Information may also be obtained at Ambassador or Grand Hotels' Booking Offices. (All Day Cruise.)

Seaforth, Newry Island, via Mt. Jukes Valley. —Travelling through the picturesque Farleigh Valley, past the Leap, through the panoramic Mt. Jukes Valley, to Seaforth, with its glorious beach stretching for miles. By launch to Newry Island in scenic Port Newry, and return to Mackay by the same route. A trip too good to miss. (All Day Cruise.)

Round City Cruises.—A short cruise for those who cannot spare the time. Seeing the city from the 'bus seats, with a visit to a sugar cane farm and a sugar mill. A trip full of interest. (Duration, Three to Four Hours.)

Seaside Trips.—To Beautiful Elmeo, daily and Sundays; to Slade Point and Seaview as required. Trips really worth making.

Tourist Round Cruise.—A "Reso" Tour, enabling the tourist to obtain a comprehensive view of the district's layout and its activities, at the same time providing many views of outstanding scenic beauty. Route: Mackay to Cameron's Pocket, to Kungurri, via Silent Grove, and back to Mackay via Mirani, and along the Pioneer River. (An All-day Cruise.)

FOR TIMES, FARES, ETC.

Enquire by 'phoning 702 (Mackay Bus Service) or at Ambassador or Grand Hotels' Booking Offices or Ian Wood's Travel Service.

'PLANE, BOAT, AND TRAINS TIMETABLE.

'Planes:—Luxury Douglas and Stinson Airlines: South, 9.25 a.m. daily; 9.40 a.m. Sundays. North, 5.15 p.m. daily; 9.35 a.m. Sundays. 'Planes from Mackay arrive at Archerfield (Brisbane) at 12.50 p.m. week days, and 1.55 p.m. on Sundays. 'Planes from Mackay arrive at Mascot (Sydney) at 4.50 p.m. week days; there is no connection with Sydney-bound 'planes Sundays.

Book with Airlines Local Agent: Ian Wood's Travel Service.

INTER-STATE SHIPPING.

Seven passenger vessels call regularly at Mackay during the Tourist Season (May-September).

A.U.S.N. Co.—W. H. Paxton and Co., Ltd., River Street, agents. 'Phone 266.

ORUNGAL and ORMISTON.

M.V. BINGERA (Brisbane-Townsville, Saloon only.)

Howard Smith Ltd.—Offices in Wood Street, opposite Post Office. 'Phone 880.

CANBERRA and KANIMBLA.

Adelaide Steamship Co.—Jas. Croker and Sons, Victoria Street, agents. 'Phone 866.

MANUNDA and MANOORA.

For Sailing Times 'phone Shipping Offices, or enquire at Booking Office of Ambassador or Grand Hotels.

MAIL TRAINS TIMETABLE.

For South.—Arrive Mackay 6.20 a.m., depart 6.45 a.m. Mondays, Wednesdays, Thursdays, and Fridays. Tuesdays and Saturdays, arrive Mackay 5.15 a.m., depart 5.40 a.m.

For North.—Arrive Mackay 7.50 p.m., depart 8.15 p.m. on Sundays, Mondays, Tuesdays, and Thursdays. Wednesdays and Fridays, arrive 8.50 p.m., depart 9.15 p.m.

SUGAR MILL INSPECTIONS.

Permits must be obtained for sugar mill inspections. These are gladly made available to visitors. Inquire at Ambassador or Grand Hotels' Booking Offices, or 'phone 702 (Mackay Bus Service). At periods, when required during the crushing period, 'bus tours through mill areas, including mill inspections, are arranged.

TOURS BOOKING OFFICES.

Eungella Range (The Chalet or Round 'Bus Trips), all 'Bus Tourist Excursions, Brampton Island, South Molle Island, Daydream (West Molle) Island, Hayman Island, Deep Sea Fishing Cruises and Barrier Reef Cruises. Ian Wood's Travel Service.

Lindeman Island Tourist Resort, in the Panoramic Whitsunday Passage. Boats leave weekly for Lindeman, each Tuesday, and at other periods as required. Or tourists may travel by Inter-State Coastal Liners—WATERS, PUNZELL, and WILLIAMS, Booking Agents, Sydney Street. 'Phone 217.

BARRIER REEF CRUISES.

The luxury yacht "Cambus" is equipped especially for deep sea and Barrier Reef Cruising, and is in charge of a capable skipper. Inquire at Grand Hotel Booking Office.

MAILS CLOSING TIMES.

Mails close as follow at the Mackay Post Office:—

Southern Mail: Mondays, Wednesdays, Thursdays, and Fridays, 5.30 a.m. Tuesdays and Saturdays, 4.30 a.m.

Northern Mail: 5.30 p.m. daily except Saturdays. Saturdays, 12.30 p.m.

AIR MAILS.

Northern: Daily, 4.30 p.m. Sundays, 8.30 a.m. **Southern:** 8.30 a.m. daily, Sundays included.

LATE FEE POSTING.

The late fee on all unregistered articles (except parcels) is 1d.

Q
919.436
500

Air-minded Mackay Inspects the 30-Passenger Kyilla at the Local Air Port



One of the finest natural landing fields in Australia, the Mackay Aerodrome is being further improved by the laying down of three metalled runways. Trees have been cleared over an area of 278 acres, and underground drainage is being installed. A regular daily ser-

vice to the North and South is provided by a fleet of modern luxury airliners, and it is possible to breakfast in Mackay, lunch in Brisbane, and dine in Sydney (1211 miles away) on the same day. Two privately-owned aeroplanes

are stationed at Mackay, and the Royal Queensland Aero Club's training machines call fortnightly. Mackay has a strong local branch of the Aero Club, with some highly qualified pilot members.

ACKNOWLEDGMENTS

The publishers wish to acknowledge the help received from the following Mackay business houses, without whose sponsorships this Souvenir could not have been produced:—

Messrs. J. Michelmores & Co. Pty. Ltd.
W. H. Paxton & Co. Pty. Ltd.
Marsh & Webster Pty. Ltd.
Lamberts Ltd.
Shepherds Anvil Stores Pty. Ltd.
Mackay City Council.

F. Black Pty. Ltd.
Fields, Cycle, Electrical and Radio Dealers.
Ronald Motors Pty. Ltd.
Mackay Gas Co.
Brown Pty. Ltd.
Mackay Chamber of Commerce.

O'Shea's Tailoring.
McDonalds Pty. Ltd.
Gesler's General Store.
Waghorn & Sons.
F. A. Williams.
Mackay Harbour Board.

